

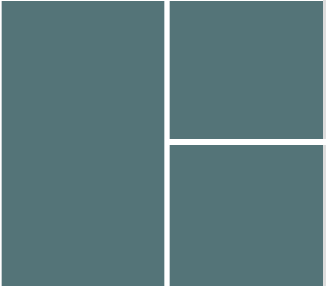
CITY OF RAYMORE

CASS COUNTY MISSOURI

GROWTH MANAGEMENT PLAN

UPDATE 2011—2012

ADOPTED BY PLANNING COMMISSION 2004



RESOLUTION 04-46

"A RESOLUTION OF THE RAYMORE CITY COUNCIL ENDORSING THE ACTION OF THE RAYMORE PLANNING AND ZONING COMMISSION APPROVING THE RAYMORE GROWTH MANAGEMENT PLAN"

RESOLUTION

WHEREAS, the Raymore Planning and Zoning Commission has, with the participation of a Citizen's Growth Management Plan Steering Committee, developed a new Growth Management Plan for the City of Raymore, Missouri; and

WHEREAS, the Raymore Planning and Zoning Commission believes that this Growth Management Plan will serve as a guide for the future development of the City of Raymore consistent with the goals and aspirations of the citizens of the City of Raymore and the requirements of State and Federal Laws; and

WHEREAS, the Raymore Planning and Zoning Commission held a public hearing on the Growth Management Plan on August 24, 2004 and approved the Growth Management Plan.

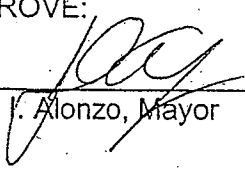
NOW THEREFORE, BE IT RESOLVED BY THE RAYMORE CITY COUNCIL, that the Raymore City Council hereby endorses the adoption of the City of Raymore Growth Management Plan.

Be it remembered that this resolution was adopted by the following vote:

Councilmember Doss	Aye
Councilmember Eldridge	Aye
Councilmember Holsman	Aye
Councilmember Hubach	Nay
Councilmember Jacobson	Aye
Councilmember Van Hooser	Absent
Councilmember Waite	Nay
Councilmember Wicks	Aye

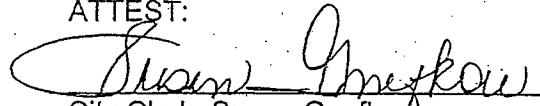
Duly read and approved this 20th day of September, 2004.

APPROVE:



Juan J. Alonzo, Mayor

ATTEST:



City Clerk, Susan Gnefkow

**PLANNING COMMISSION
AMENDED RESOLUTION 04-05**

**“A RESOLUTION OF THE RAYMORE PLANNING AND ZONING COMMISSION
APPROVING THE RAYMORE GROWTH MANAGEMENT PLAN AND RECOMMENDING
ENDORSEMENT BY THE CITY COUNCIL”**

AMENDED RESOLUTION

WHEREAS, the Raymore Planning and Zoning Commission has, with the participation of a Citizen's Growth Management Plan Steering Committee, developed a new Growth Management Plan for the City of Raymore, Missouri, and

WHEREAS, the Raymore Planning and Zoning Commission believes that this Growth Management Plan will serve as a guide for the future development of the City of Raymore consistent with the goals and aspirations of the citizens of the City of Raymore and the requirements of State and Federal Laws, and

WHEREAS, the Planning and Zoning Commission held a PUBLIC HEARING and reviewed the Growth Management Plan, referred to as case #03059, on August 24, 2004.

NOW THEREFORE, BE IT RESOLVED BY THE RAYMORE PLANNING AND ZONING COMMISSION, that the Planning and Zoning Commission hereby accepts, approves and certifies the City of Raymore Growth Management Plan, including the Future Land Use Plan Map, all text of the Plan, and Appendices 1 through 10, to the Raymore City Council and City Clerk.

Be it remembered that this resolution was adopted by the following vote:

Commissioner Bosley	Absent
Commissioner Eldridge	Aye
Commissioner Faulkner	Aye
Commissioner Goff	Aye
Commissioner Lacy	Aye
Commissioner McCune	Aye
Commissioner Simmons	Aye
Commissioner Wolf	Aye
Commissioner Worthley	Aye

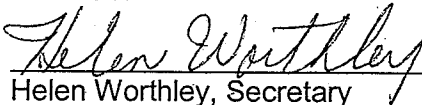
Duly read and approved this 24th day of August, 2004.

APPROVE:



Judy Goff, Chairman

ATTEST:



Helen Worthley, Secretary

**PLANNING COMMISSION
RESOLUTION 09-01**

**“A RESOLUTION OF THE RAYMORE PLANNING AND ZONING COMMISSION
APPROVING AN AMENDMENT TO THE RAYMORE GROWTH MANAGEMENT PLAN”**

WHEREAS, the Raymore Planning and Zoning Commission, with the participation of a Citizen’s Growth Management Plan Steering Committee, adopted a Growth Management Plan for the City of Raymore, Missouri, and

WHEREAS, the Raymore Planning and Zoning Commission believes that this Growth Management Plan will serve as a guide for the future development of the City of Raymore consistent with the goals and aspirations of the citizens of the City of Raymore and the requirements of State and Federal Laws, and

WHEREAS, the City Council of the City of Raymore, Missouri, supports the approval of the Growth Management Plan by the Raymore Planning and Zoning Commission and the recommendations contained therein as the policies and requirements for the platting and zoning of property in the City.

WHEREAS, an annual update to the Plan is conducted by the Planning and Zoning Commission to ensure the Plan’s continued relevancy and ability to support future growth;

WHEREAS, the Planning and Zoning Commission held a PUBLIC HEARING on the 2009 update to the Growth Management Plan, referred to as case #09074, on September 1, 2009.

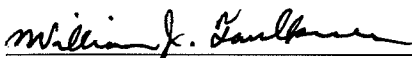
NOW THEREFORE, BE IT RESOLVED BY THE RAYMORE PLANNING AND ZONING COMMISSION, that the Planning and Zoning Commission hereby accepts, approves and certifies an amendment to the Growth Management Plan as recommended in the 2009 Growth Management Plan Annual Review and Update Report.

Be it remembered that this resolution was adopted by the following vote:

Commissioner Bosley	Aye
Commissioner Crain	Aye
Commissioner Faulkner	Aye
Commissioner Holman	Aye
Commissioner Lacy	Aye
Commissioner Ross	Aye
Commissioner Rowland	Aye
Mayor Alonzo	Aye

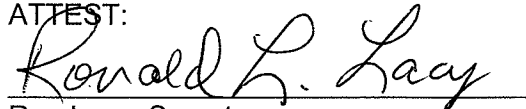
Duly read and approved this 1st day of September, 2009.

APPROVE:



William Faulkner, Chairman

ATTEST:



Ron Lacy, Secretary

**PLANNING COMMISSION
RESOLUTION 09-03**

**“A RESOLUTION OF THE RAYMORE PLANNING AND ZONING COMMISSION
APPROVING AN AMENDMENT TO THE RAYMORE GROWTH MANAGEMENT PLAN”**

WHEREAS, the Raymore Planning and Zoning Commission approved a Growth Management Plan for the City of Raymore, Missouri, on August 24, 2004; and

WHEREAS, an application was filed to amend the Future Land Use Map of the Growth Management Plan by requesting to change the land use designation of 20 acres of land located at the southwest corner of Highway 58 and Prairie Lane from Low-Density Residential to Commercial; and

WHEREAS, the Planning and Zoning Commission held a PUBLIC HEARING regarding the application to amend the Growth Management Plan, referred to as case #09083, on November 17, 2009 and December 15, 2009.


NOW THEREFORE, BE IT RESOLVED BY THE RAYMORE PLANNING AND ZONING COMMISSION, that the Planning and Zoning Commission hereby accepts, approves and certifies the amendment as requested to the Future Land Use Plan of the City of Raymore Growth Management Plan.

Be it remembered that this resolution was adopted by the following vote:

Commissioner Bosley
Commissioner Buck
Commissioner Crain
Commissioner Faulkner
Commissioner Holman
Commissioner Ross
Commissioner Rowland
Mayor Alonzo

Duly read and approved this 15th day of December, 2009.

APPROVE:



William Faulkner, Chairman

ATTEST:



Charles Crain, Secretary

**PLANNING COMMISSION
RESOLUTION 10-01**

**“A RESOLUTION OF THE RAYMORE PLANNING AND ZONING COMMISSION
APPROVING AN AMENDMENT TO THE RAYMORE GROWTH MANAGEMENT PLAN”**

WHEREAS, the Raymore Planning and Zoning Commission, with the participation of a Citizen’s Growth Management Plan Steering Committee, adopted a Growth Management Plan for the City of Raymore, Missouri, and

WHEREAS, the Raymore Planning and Zoning Commission believes that this Growth Management Plan will serve as a guide for the future development of the City of Raymore consistent with the goals and aspirations of the citizens of the City of Raymore and the requirements of State and Federal Laws, and

WHEREAS, the City Council of the City of Raymore, Missouri, supports the approval of the Growth Management Plan by the Raymore Planning and Zoning Commission and the recommendations contained therein as the policies and requirements for the platting and zoning of property in the City.

WHEREAS, an annual update to the Plan is conducted by the Planning and Zoning Commission to ensure the Plan’s continued relevancy and ability to support future growth;

WHEREAS, the Planning and Zoning Commission held a PUBLIC HEARING on the 2010 update to the Growth Management Plan, referred to as case #10026, on October 5, 2010.

NOW THEREFORE, BE IT RESOLVED BY THE RAYMORE PLANNING AND ZONING COMMISSION, that the Planning and Zoning Commission hereby accepts, approves and certifies an amendment to the Growth Management Plan as recommended in the 2010 Growth Management Plan Annual Review and Update Report.

Be it remembered that this resolution was adopted by the following vote:

Commissioner Bosley	Aye
Commissioner Crain	Aye
Commissioner Faulkner	Aye
Commissioner Holman	Aye
Commissioner Lacy	Aye
Commissioner Ross	Absent
Commissioner Rowland	Aye
Mayor Alonzo	Aye

Duly read and approved this 5th day of October, 2010.

APPROVE:



William Faulkner, Chairman

ATTEST:



Charles Crain, Secretary

**PLANNING COMMISSION
RESOLUTION 10-02**

**“A RESOLUTION OF THE RAYMORE PLANNING AND ZONING COMMISSION
APPROVING AN AMENDMENT TO THE RAYMORE GROWTH MANAGEMENT PLAN”**

WHEREAS, the Raymore Planning and Zoning Commission approved a Growth Management Plan for the City of Raymore, Missouri, on August 24, 2004; and

WHEREAS, an application was filed to amend the Future Land Use Map of the Growth Management Plan by requesting to change the land use designation of 164± acres of land located on the south side of 195th Street, east of 71 Highway, from Low-Density Residential to Business Park; and

WHEREAS, the Planning and Zoning Commission held a PUBLIC HEARING regarding the application to amend the Growth Management Plan, referred to as case #10030, on November 16, 2010.

NOW THEREFORE, BE IT RESOLVED BY THE RAYMORE PLANNING AND ZONING COMMISSION, that the Planning and Zoning Commission hereby accepts, approves and certifies the amendment as requested to the Future Land Use Plan of the City of Raymore Growth Management Plan.

Be it remembered that this resolution was adopted by the following vote:

Commissioner Bosley	Aye
Commissioner Buck	Aye
Commissioner Crain	Aye
Commissioner Faulkner	Aye
Commissioner Holman	Absent
Commissioner Ross	Aye
Commissioner Rowland	Aye
Mayor Alonzo	Aye

Duly read and approved this 16th day of November, 2010.

APPROVE:



William Faulkner, Chairman

ATTEST:



Charles Crain, Secretary

**PLANNING COMMISSION
RESOLUTION 11-01**

**“A RESOLUTION OF THE RAYMORE PLANNING AND ZONING COMMISSION
APPROVING AN AMENDMENT TO THE RAYMORE GROWTH MANAGEMENT PLAN”**

WHEREAS, the Raymore Planning and Zoning Commission, with the participation of a Citizen’s Growth Management Plan Steering Committee, adopted a Growth Management Plan for the City of Raymore, Missouri, and

WHEREAS, the Raymore Planning and Zoning Commission believes that this Growth Management Plan will serve as a guide for the future development of the City of Raymore consistent with the goals and aspirations of the citizens of the City of Raymore and the requirements of State and Federal Laws, and

WHEREAS, the City Council of the City of Raymore, Missouri, supports the approval of the Growth Management Plan by the Raymore Planning and Zoning Commission and the recommendations contained therein as the policies and requirements for the platting and zoning of property in the City.

WHEREAS, an annual update to the Plan is conducted by the Planning and Zoning Commission to ensure the Plan’s continued relevancy and ability to support future growth;

WHEREAS, the Planning and Zoning Commission held a PUBLIC HEARING on the 2011 update to the Growth Management Plan, referred to as case #11023, on December 6, 2011.

NOW THEREFORE, BE IT RESOLVED BY THE RAYMORE PLANNING AND ZONING COMMISSION, that the Planning and Zoning Commission hereby accepts, approves and certifies an amendment to the Growth Management Plan as recommended in the 2011 Growth Management Plan Annual Review and Update Report.

Be it remembered that this resolution was adopted by the following vote:

Commissioner Anderson	Aye
Commissioner Bosley	Absent
Commissioner Crain	Aye
Commissioner Ellis	Absent
Commissioner Faulkner	Aye
Commissioner Moorhead	Aye
Commissioner Seeley	Aye
Mayor Alonzo	Aye

Duly read and approved this 6th day of December, 2011.

APPROVE:


William Faulkner, Chairman

ATTEST:

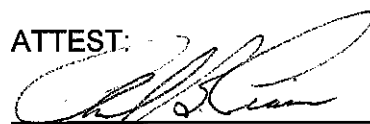

Charles Crain, Secretary

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Introduction

Raymore

In the late 1980's, the City of Raymore began to realize that its rapid population growth since 1970 needed some direction and initiated a process that culminated in the City's first growth management plan. This first plan was in response to a City that had increased in size by five times from 1970 to 1980. In the mid 1990's, the City realized the need to update its growth management plan. This update intended to look in greater detail at the public facilities necessary to respond to continued rapid growth. Interestingly, both plans picked population projections for the community that are within a few hundred people of the 2000 census total for the City.



In 2001, the City began the process for a new growth management plan. The current effort continues to address issues regarding growth; however, the style and quality of that growth has become very important. Other emerging issues are economic development and environmental issues. Raymore has transformed from a community happy to be growing to one that demands quality in all growth.



The changing perspective also raises questions about where to grow and how to accommodate growth in a fiscally efficient manner. This plan will not answer all of the infrastructure questions for the future, but it lays the framework for comprehensive supporting plans that will follow. Those plans will address the costs of infrastructure expansions and the financing mechanisms necessary to facilitate growth in the community.

“Never doubt that a small group of thoughtful, committed citizens can change the world. Indeed it's the only thing that ever has.”

Margaret Mead

Planning

Along with the changes in community perspective, there have also been changes in the practice of planning for growth. The practice of growth management is changing in the new millennium. Rather than the top-down approach of the past, the issues and values of most concern to citizens now drive planning processes. The Raymore Growth Management Plan Update is an excellent example of just such a process. Initial Ward Workshops and meetings with the steering committee revealed that Raymore's quality home town atmosphere is one of the things residents value most. It is also what continues to attract new residents. One of the primary goals of the growth management plan update is to accommodate the city's growth in a way that preserves and enhances the characteristics that make Raymore unique.

Public Planning Process

The Raymore community requested a highly participatory process to help the community articulate a desired future and identify shared values. The results of the process truly shaped the planning effort. The Raymore Growth Management Update process used a structured program of citizen involvement, research, and review designed to identify community values and build consensus. The values translate future goals and objectives of the planning project. Public participation occurred in the following ways:

- Appointment of a Steering Committee to lead the discussion
- Ward Workshops-Facilitated sessions attended by residents of each of the four city Wards
- The Image Preference Survey
- Planning Charrette and Stakeholder Interviews
- Post Charrette Workshops
- Presentation and discussion of a draft plan
- A series of discussion and revisions to the draft plan
- Adoption of the plan

Steering Committee

Work began in the Spring of 2002 with the first meeting of the Steering Committee. It culminated with a week long public design charrette. The plan outlines the major strengths and weaknesses of Raymore in a straight forward and honest way so that citizens can continue to plan their community's future in a strong, proactive, and environmentally sensitive manner. The plan also recommends specific strategies to make the vision a reality.

Ward Workshops

The City hosted two sets of Ward Workshops where residents participated in an educational session on environmentally responsible development planning, traditional neighborhood design and alternative approaches to transportation. Residents also worked together to answer five questions designed to focus discussion on community values. The five questions were:

1. What do you like or appreciate about Raymore?
2. What worries you about Raymore?
3. What is a city need and how should it be fixed?

4. Is there anything you think we should know as we begin the planning process?
5. What are your hopes and dreams for Raymore?

The answers to the questions, combined with the results of Steering Committee discussions and the visual preference survey, formed the basis for the Community Value statements as well as the future Goals and Objectives outlined in Chapter 2.

Survey Examples:



Single Family Desired



Multi-Family Desired



Single Family Least Desirable



Multi-Family Least Desirable

Image Preference Survey

As part of the public process and ward workshops leading to the public design charrette, residents participated in an image preference survey. They viewed a series of images depicting single-family housing, multi-family housing and commercial development and ranked each image in terms of desirability.

The desired residential examples:

These images represent positive features in residential design. The architecture is varied and interesting, garages do not dominate the front and landscaping is integrated into the design of the project.

The least desirable residential examples:

These images depict a series of less desirable design characteristics. Auto dominated streetscapes featuring frequent driveways and “cookie cutter” repetitious houses are a consistent theme in several of the images. In most cases the garages are the most prominent feature of the architecture. The most striking feature absent from each image is quality landscapes. Bland multi-family housing lacking visual interest drew the most negative response from participants.

The desired commercial examples:

The commercial images that participants identified as desirable share several key characteristics. They include pedestrian scale architecture with traditionally detailed storefronts, parking lots hidden from view, and tree lined streets. Examples of this kind of streetscape can be found in the original downtowns of communities like North Kansas City, Liberty and Parkville. Several smaller neighborhood center examples can also be found locally in the Brookside and River Market areas. It is important to note that while these images were preferred, the community also desires a diversity of commercial activity including major retail centers, typical of neighboring suburbs, that demonstrate quality architecture and landscaping elements.

The least desirable commercial examples:

These images indicate development lacking quality architectural features and landscaping. Parking areas devoid of any landscaping dominate the building site. Building design reflects only corporate

identity rather than an interesting mix of brand name recognition with local flavor and tradition. These images represent what exists in Raymore today. Raymore is deserving of the best efforts of national tenants. Enhanced façade treatments, quality landscaping and proper screening of storage areas are critical to the quality image of Raymore. Raymore citizens want the convenience of quality retailers within the City developed in a high quality commercial environment.

The Public Design Charrette

A Charrette is an intense design workshop in which interested citizens and stakeholders contribute their ideas during the earliest stages of design and planning. The Charrette took place over several days in May of 2002. The planning team held the Charrette at the Madison Street Station in Raymore.

The following section presents the three basic stages of the Charrette and its results.

1. Information Gathering and Base Map Preparation

Prior to assembling on site, the design team prepared a database of key information including topography, demographics, utility availability and major transportation networks. Planners and local experts examined existing development sites, opportunities for future growth and characteristics of Raymore as identified in the Ward Workshops and Surveys.

2. Design & Review

The Charrette design team, with the help of community residents and city staff, collaborated on alternative planning solutions. The work began with exploration of large-scale issues such as important natural features and alternative development patterns. It led to recommendations of neighborhood character, alternative street classifications and well-defined open space expectations. At regular intervals, the public reviewed the design team's progress and critiqued their results. Their ideas were incorporated as the process progressed.

3. Stakeholder Interviews

Stakeholder interviews occurred during the Charrette process. The following groups participated in scheduled and informal interviews:

- Planning and Zoning Commissioners
- City Council Members
- Park Board Members
- Representative of the Ray-Pec School District
- Aquila
- Local Developers



Commercial Desired



Commercial Least Desirable

- Interested Citizens
- Local Builders

4. Final Presentation

The Charrette ended with a final presentation of designs and findings that are the basis of the Growth Management Plan Update.

The Post Charrette Activities

The City hosted a series of post Charrette workshops that enabled citizens to gauge how their ideas had been incorporated into the plan. Several issues were debated in these forums. The debates lead to significant changes in the plan and identified the need to focus on plan implementation.

Presentation, Discussion, Revision and Adoption

Although the revision process consumed a great deal of time, it is very important for all involved to understand exactly what will be required to implement this plan. The most significant outcome of this process is an entire chapter dedicated to implementing each Goal.

Several individuals and organizations have contributed to the development of this plan to arrive at the vision of Raymore's future. The plan is structured with the needs of the end users and those who will implement the various strategies in mind. The Planning and Zoning Commission extends grateful appreciation to the political leadership, committed citizens and professional staff who helped guide the process and shape the results.

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Raymore School (Grades 1-12)

“When the good Lord made the earth, He seemed to be partial to Raymore, situated near the central north line of the county, by establishing her in the midst of a veritable garden. It is conceded by well informed people that the country contributory to this little town is of the very richest and most fertile. Close to a great market, ready and able to raise anything produced in the agricultural line, equipped with ample business concerns, well managed, what else can be said.” - History of Cass County, circa 1917-

Chapter 1 - Planning Context

Historical and existing conditions in a community form the backdrop for looking at the future. This section briefly describes the context within which the plan developed. Community history, population characteristics, existing natural resources and growth projections are highlighted.

History

The Raymore township was one of the last areas settled in Cass County. After the Civil War people discovered and exploited the rich, productive prairie and the population began to grow. Surveyors Rae, Moore and Leas laid out the “original” Raymore in 1874. The town incorporated in 1877 and became a fourth class city in 1888. Both the railroad and agriculture had a strong influence on early Raymore.

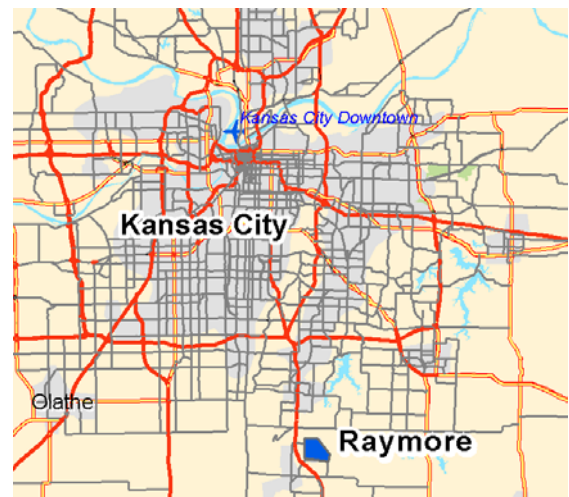
Raymore’s recent history is dominated by its rapid growth. Located in northwestern Cass County along U.S. 71 Highway, Raymore is one of the fastest growing communities in the area, consistently placing among the top ten communities in monthly statistics of new residential construction in the metro area. Raymore adopted its first Growth Management Plan in 1988. Updates followed on a regular basis, first in 1995 and then in 2004. Reviews of the plan are scheduled annually.

Existing Population Statistics and Characteristics

Currently, Raymore’s land area encompasses 17.5 square miles. Over 10 square miles of this area is undeveloped. Raymore’s population grew

modestly from 1940 to 1970, a total of 380 persons in that 30 year period. Dramatic growth began in 1980 coinciding with the city’s expansion of water and sewer service. Raymore’s population nearly doubled in the period between the 1990 and 2000 census. In 1990 the recorded population was 5,592 persons and in 2000 it was 11,146 persons. Results of the 2000

census clearly show that the community has been “discovered “ by the metropolitan area. The community’s rapid rate of growth



continued during the decade. The 2010 Census population for the City of Raymore is 19,206 persons, a 72.3 percent increase from 2000.

Table 1.1 below gives historical population information for Raymore. It also shows the growth in Raymore as compared to Cass County as a whole and the State of Missouri. Raymore is growing at a significantly greater rate than both the county and the state.

Table 1.1 - Historic Population Trends

	Raymore	Cass County	Missouri
1940	207	19,534	3,784,664
1960	268	29,702	4,319,793
1970	587	39,448	4,677,793
1980	3,154	51,029	4,916,766
1990	5,592	63,808	5,128,880
2000	11,146	81,321	5,595,221
2010	19,206	99,478	5,988,927
% change 1970-80	437.3%	29.4%	5.1%
% change 1980-90	77.3%	25.0%	4.3%
% change 1990-2000	99.3%	27.4%	9.1%
% change 2000-2010	72.3%	21.2%	7.0%

Source: Mid-America Regional Council/ Research Data Center, U.S. Bureau of the Census

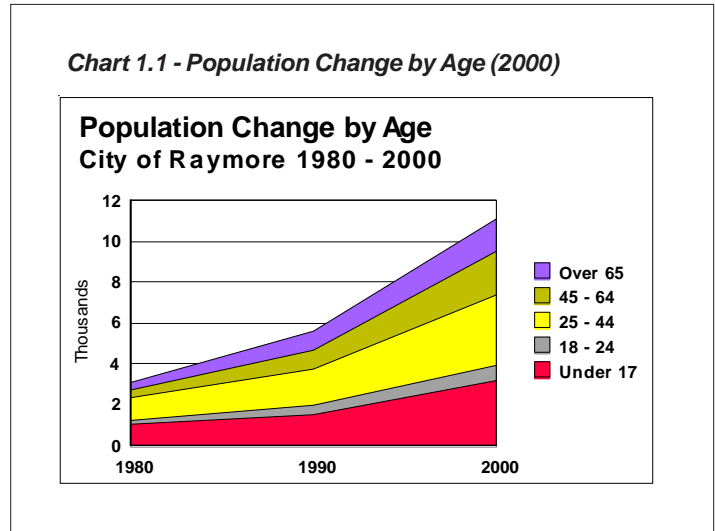
Table 1.2 illustrates population change in other jurisdictions within Cass County. Raymore was the 2nd fastest growing city in the County, second only to Peculiar in rate of growth between 2000 and 2010. Raymore's expanding population accounted for 50 percent of the total growth in incorporated areas of Cass County. Population growth in Raymore significantly exceeded that of neighboring Belton in real numbers between 2000 and 2010.

Table 1.2 Population of Incorporated Areas - Cass County

Incorporated Area	1980	1990	2000	2010	% Change 1980-1990	% Change 1990-2000	% Change 2000-2010	% of County's Total Change 2000-2010
Archie	753	820	891	1,170	9%	9%	31%	1.77%
Baldwin Park	126	54	118	92	-57%	119%	-20%	-0.17%
Belton	13,533	18,270	21,937	23,116	35%	20%	6%	7.50%
Cleveland	185	474	596	661	156%	26%	11%	0.41%
Creighton	301	291	325	349	-3%	12%	8%	0.15%
Drexel (partial)	781	839	975	856	7%	16%	-12%	-0.76%
East Lynne	286	291	300	303	2%	4%	1%	0.00%
Freeman	485	486	535	482	0%	10%	-7%	-0.34%
Garden City	1,021	1,242	1,514	1,642	22%	22%	9%	0.81%
Gunn City	58	65	85	118	12%	31%	39%	0.21%
Harrisonville	6,372	7,814	9,039	10,019	23%	16%	12%	6.23%
Kansas City (partial)	3	221	105	197	7267%	-52%	89%	0.59%
Lake Annette	94	158	163	100	68%	3%	-39%	-0.40%
Lake Winnebago	681	756	910	1,131	11%	20%	25%	1.41%
Lee's Summit (partial)	50	435	1,200	1,917	770%	176%	62%	4.56%
Peculiar	1,571	1,938	2,737	4,608	23%	41%	77%	11.90%
Pleasant Hill	3,301	3,927	5,636	8,107	19%	44%	45%	15.72%
Raymore	3,154	5,702	11,290	19,206	81%	98%	72%	50.36%
Strasburg	170	125	136	141	-26%	9%	4%	0.03%
West Line	109	104	99	97	-5%	-4.8%	-2%	0.00%
Cass County	51,029	65,698	82,644	98,478	29%	26%	21%	100%

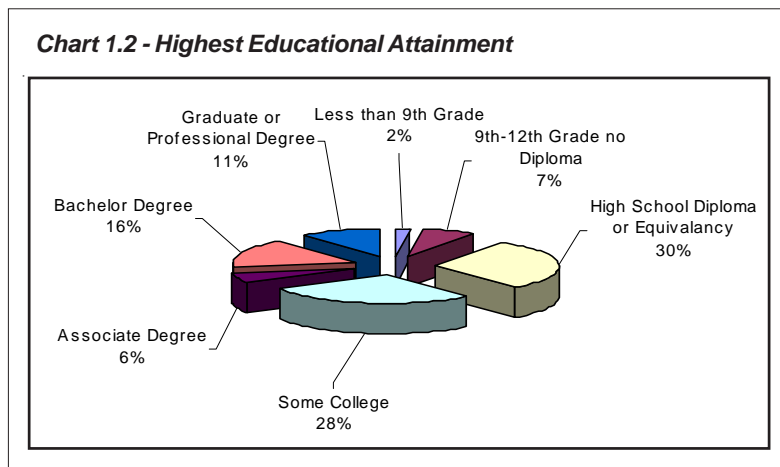
Age distribution has changed relatively little since the 2000 census. The percentage of residents in the age group of 55-64 had the greatest increase, raising from 7.5% to 10.2%. The percentage of residents in the age group 35-44 had the greatest decrease, dropping from 17.4% to 14.8%. Table 1.3 shows the age distribution from the 2010 census. Chart 1.1 shows how the relative age distribution remained constant from 1980 to 2000.

Age	Population	percentage
Total	19,206	100.0%
under 5	1,407	7.3%
5-9	1,602	8.3%
10-14	1,588	8.3%
15-19	1,331	6.9%
20-24	787	4.1%
25-34	2,453	12.8%
35-44	2,834	14.8%
45-54	2,624	13.6%
55-64	1,955	10.2%
65-74	1,241	6.5%
75-84	899	4.7%
85 & over	485	2.5%



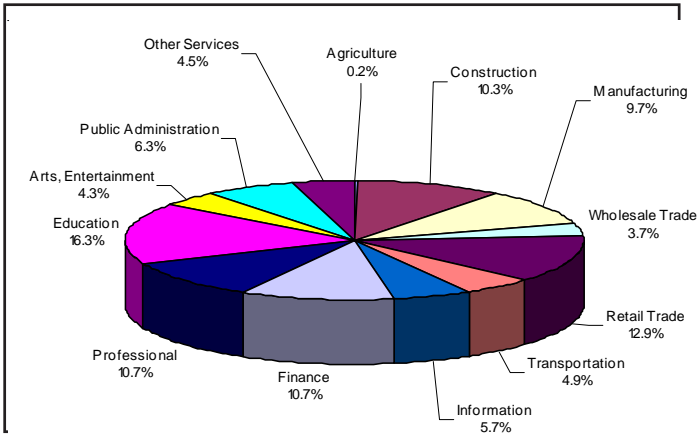
Raymore’s current percentage of senior citizens (all age groups over 65) is consistent with the national average. Raymore’s percentage is 13.7% while the State of Missouri is at 14.0% and the national percentage is 13.0%. Raymore’s percentage actually dropped from 14.1% in 2000 to the current 13.7%

Educational attainment of Raymore residents, as shown in Chart 1.2, is reasonably high with 30% having at least a high school diploma, 28% with at least some college, and 27% have college or post-graduate degrees. For comparison, Raymore has twice the high school completion rate as its neighbor Kansas City. Raymore also has a slightly larger percentage of its population with a post secondary degree.



The 2000 Census indicates employment of Raymore residents is fairly equally distributed among all sectors except agriculture. This is consistent with expectations for a growing, developing community. Chart 1.3 indicates education, retail trade, finance, professional and construction are the five highest ranking categories.

Chart 1.3 - Employment



Regarding population distribution by gender, in 2000 52.4% of Raymore residents were female. In 2010 this percentage dropped to 52.1%. At the state level, the percentage of female residents is 51.0%, and at the national level the percentage is 50.8%.

Regarding race distribution, 85.5% of Raymore residents are white; 7.8% are black or African American; 3.2% are Hispanic or Latino; .8% are Asian; .4% are American Indian or Alaskan Native; and the remainder being some other race or two or more races. At the state level, 81.0% are white; 11.6% are black or African American; 3.5% are Hispanic or Latino; 1.6% are Asian; .5% are American Indian or Alaskan Native; and the remainder being some other race or two or more races. At the national level 63.7% of residents are white; 12.6% are black or African American; 16.3% are Hispanic or Latino; 4.8% are Asian; .9% are American Indian or Alaskan Native; and the remaining being some other race or two or more races. Raymore has a higher percentage of owner occupied homes (81.1%) than the state's percentage of 70.3% and the national percentage of 66.9%. The average household size in Raymore of 2.78 persons was also higher than the state average of 2.45 and the national average of 2.58. Table 1.4 illustrates household information for Raymore from the 2010 Census.

Total Housing Units	7,421	100.00%
Occupied Housing Units	7,001	94.30%
Vacant Housing Units	420	5.70%
Total Occupied Housing Units	7,001	100.00%
Owner Occupied Housing Units	5,677	81.10%
Renter Occupied Housing Units	1,324	18.90%

These homeownership trends reflect both recent historically low mortgage rates and Raymore's ongoing evolution from large lot rural enclave to an outer ring bedroom community of Kansas City. The alarmingly low vacancy rates for rental housing indicate an unmet need in the community. A rate of about 3 percent is a sign of a more balanced housing market. Balanced markets are important for continued growth because they allow for diversification of the labor force to attract employers, and equal opportunities for diverse populations.

Raymore is likely to continue to be attractive to families and the single family home market. It is a price sensitive market resting at the medium low range of housing values. As housing construction costs rise, families will be looking for alternatives that will still meet their budget. This suggests providing for a variety of housing types and styles that emphasize affordability with quality.

Construction activity in Raymore is high with the greatest activity occurring since the 1990's. This coincides with the kind of population growth the community has experienced over the last decade. Housing starts match population growth, doubling in the period between 1980 and 1990. Single family home valuation, as shown in Table 1.5, remained fairly constant from 1999-2002, with the average valuation around \$82,000. Since 2002 average home valuation has been on the rise. The average valuation per single-family permit from 2004-2008 is \$186,518 based on data from the City of Raymore building permit files.

Table 1.5 Single-Family Construction and Valuation

Year	Permits	% Change	Average Valuation	% Change	Annual Valuation
1999	287	--	\$82,084	--	\$23,558,221
2000	204	-28.9%	\$79,794	-2.8%	\$16,277,952
2001	284	39.2%	\$81,057	1.6%	\$23,020,047
2002	356	25.4%	\$84,081	3.7%	\$29,932,901
2003	483	35.7%	\$94,400	12.3%	\$45,595,165
2004	407	-15.7%	\$145,108	53.7%	\$59,059,000
2005	430	5.7%	\$170,508	17.5%	\$73,318,500
2006	223	-48.1%	\$196,321	15.1%	\$43,779,500
2007	185	-17.0%	\$202,363	3.1%	\$37,437,100
2008	65	-64.9%	\$218,288	7.9%	\$14,188,700
2009	51	-21.50%	\$257,656	15.30%	\$13,140,500
2010	48	-5.80%	\$223,900	-13.10%	\$10,747,200

(Values based on ICC average square foot construction cost for new construction only excluding lot and upgrades)

Source: City of Raymore Construction Activity Report

Valuation is a standardized measurement used by the Building Inspections Division to collect permits fees. It represents the average construction costs of most buildings based on the Uniform Building Code. The use of these figures helps assure consistency and uniformity in the permit fees collection for similar occupancy and construction types. It should not be confused with market value which is the price a property can realistically sell for, based upon comparable selling prices of other properties in the same area.

Tables 1.6 and 1.7 show the number and value of duplex and multi-family permits issued over the last ten years.

Table 1.6 Duplex Construction and Valuation

Year	Permits	% Change	Average Valuation	% Change	Annual Valuation
1999	50	--	\$68,571	--	\$3,428,537
2000	38	-24.0%	\$50,053	-27.0%	\$1,902,000
2001	12	-68.4%	\$55,073	10.0%	\$660,875
2002	4	-66.7%	\$59,813	8.6%	\$239,250
2003	8	100.0%	\$62,975	5.3%	\$503,800
2004	28	250.0%	\$108,286	72.0%	\$3,032,000
2005	32	14.3%	\$109,875	1.5%	\$3,516,000
2006	8	-75.0%	\$112,750	2.6%	\$902,000
2007	0	--	\$0	--	\$0
2008	18	--	\$118,544	--	\$2,133,800
2009	0		\$0		\$0
2010	0		\$0		\$0

(Values based on ICC average square foot construction cost for new construction only excluding lot and upgrades)

Source: City of Raymore Construction Activity Report

Table 1.7 Multiple-Family Construction and Valuation

Year	Permits	% Change	Average Valuation	% Change	Annual Valuation
1999	0	--	--	--	--
2000	20	--	\$65,625	--	\$1,312,500
2001	20	0%	\$64,225	-2.1%	\$1,284,500
2002	4	-80%	\$41,211	-35.8%	\$164,844
2003	0	--	--	--	--
2004	0	--	--	--	--
2005	24	--	\$365,813	--	\$8,779,500
2006	100	317%	\$95,205	-74%	\$9,520,500
2007	0	--	--	--	--
2008	277	--	\$78,744	--	\$21,812,200
2009	0		\$0		\$0
2010	0	--	\$0	--	\$0

(Values based on ICC average square foot construction cost for new construction only excluding lot and upgrades)

Source: City of Raymore Construction Activity Report

Commercial interest in Raymore is relatively strong. There is no indication of this interest declining. The land use plan for Raymore provides opportunities for expansion of the commercial base. The growth will be in response to demand created by an expanding population base in Raymore. Table 1.8 shows the commercial construction activity from 1999 through 2010 based on information from the city's database.

Table 1.8 Commercial Construction and Valuation

Year	Permits	% Change	Average Valuation	% Change	Annual Valuation
1999	2	--	\$1,387,216	--	\$2,774,431
2000	5	150.0%	\$186,500	-86.6%	\$932,500
2001	6	20.0%	\$905,261	385.4%	\$5,431,565
2002	1	-83.3%	\$2,013,000	122.4%	\$2,013,000
2003	8	700.0%	\$266,806	-86.7%	\$2,134,450
2004	23	187.5%	\$393,363	47.4%	\$8,564,000
2005	26	13.0%	\$1,475,769	275.2%	\$35,418,460
2006	25	-3.8%	\$425,705	-71.2%	\$10,642,629
2007	32	28.0%	\$534,219	25.5%	\$17,094,994
2008	18	-30.8%	\$130,889	-69.3%	\$2,356,000
2009	15	-16.7%	\$171,307	30.9%	\$2,569,600
2010	12	-20.0%	\$198,200	15.7%	\$2,378,400

(Values based on ICC average square foot construction cost for new construction only excluding lot and upgrades)

Source: City of Raymore Construction Activity Report

Preservation Goal

Preserve identified natural assets.

Value Goal

Create lasting value through (re)developments having enduring character and quality construction.

Incentive Goal

Create policies that allow more sustainable development patterns in Raymore and create density-based incentives for preferred development patterns.

Based on an average density of four dwelling units per acre, development in Raymore will consume an additional area of 870 acres by 2020. To bring this into perspective, an area of approximately the size of the Creekmoor Planned Unit Development would accommodate 100% of the projected population growth.

Raymore is positioned to handle projected growth within the undeveloped land available. To ensure that development occurs in a fashion most easily and least expensively provided with public services, growth should be encouraged to occur in areas contiguous to existing development.

Most of Raymore's natural landscape has been subject to disturbance by agricultural uses over the last 200 years. Very few historical native habitats remain. Despite the degraded ecological condition in Raymore, opportunities for restoration and management exist. The most significant existing habitats are along the many streams in the area. Establishing buffers along streams and drainage ways can provide surface water management benefits, as well as habitat for plants and animals.

In 2005, the U.S. Census Bureau estimated the population of Raymore to be 15,530. Table 1-9 shows that Raymore's population is expected to continue to grow at a rapid rate over the next 10 to 15 years. The population is projected to reach 32,639 by the year 2020. Raymore's adequate supply of developable land, planned infrastructure expansion projects, and increasing economic base make past growth trends likely to continue. These population projections anticipate continued development within Raymore's current boundaries and the annexation and development of land within designated annexation intention areas.

Table 1.9 City of Raymore Population Projections

	Past Trends	2009 Growth Management Plan Projection	2004 Growth Management Plan Projection	1994 Growth Management Plan Projection	1988 Growth Management Plan Projection
1940	207				
1950	208				
1960	268				
1970	584				
1980	3,154				
1990	5,592				6,430
1995	7,851			7,651	8,450
2000	11,146			10,645	10,900
2005	15,530		17,000	14,673	13,670
2010		19,830	24,503	20,017	
2015		25,781	32,000		
2020		32,639			
2025		40,405			
2030		49,077			

Source: US Census; City of Raymore 1995 GMP
2009 projections calculated using a quadratic model, point estimate

Chapter 2 - Values, Goals, and Objectives

Community Values

There are many values held by the Raymore community, each reflected in the unique character of the City. Citizens indicated their high level of satisfaction with the “quality of life” Raymore offers. In order to maintain or improve overall quality of life, underlying community values must be maintained and respected. The following paragraphs describe key Community Values of the citizens of Raymore:

Residents value the home town feel/atmosphere

Citizens consistently rank hometown feel and atmosphere high as they identify what they like most about living in Raymore. Residents identified the following items as contributing to Raymore’s enjoyable atmosphere:

- People are friendly and you know your neighbors;
- Comfortable, relaxed attitude;
- Feeling of security and a low crime rate;
- Beauty of the natural environment;
- New commercial and retail opportunities;
- Good schools and public services; and
- Community Partnerships.

Friendly community/relaxed attitude

People value living in a community where they can enjoy their neighborhoods and the natural features of the community with other hospitable people. As Raymore grows, the City will look to quality design features to assure the sentiment grows along with the community.

Public safety

The City of Raymore is a safe community and it makes good use of its safety resources to provide citizens with a high quality of life. From ice storm recovery to general police work, the City works diligently to provide a safe environment. People can walk safely at night and enjoy the pleasant small town atmosphere without “big-city” problems. Children can enjoy parks and school grounds on their own.

Natural surroundings and open space are important

Residents place a high value on natural open spaces and the views of the surrounding undeveloped agricultural lands. Protection of streams, natural vegetation, open spaces, and scenic views is important to the community.

Economic Vitality

Residents in Raymore value their existing businesses and work hard to retain them. They also wish to expand their retail and business base to provide a wider variety of shopping, entertainment and employment within the city.

Good Schools

Raymore is served by the Raymore-Peculiar School District. The District is ranked highly by the State of Missouri and has been supported by the community's approval of bond issues to support the City's growth.

Open Government is an asset

The Raymore community prides itself on a high level of citizen input and community involvement. Key issues facing the city are evaluated in open, public meetings. The City has a high quality, professional staff.

Community partnerships are essential to success

Many community partnerships have a profound effect on community activities and facilities. City-community partnerships contribute resources to various projects such as park improvements, community beautification, and providing a home for the historical museum. Strong churches and an innovative school district are important assets.

Planning Goals and Objectives

Values translate into goals. Discussions with the community helped focus the goals with an emphasis on plan implementation. The goals and objectives listed below will be highlighted throughout the text. The text of the plan will offer explanation of how the goals and objectives will impact Raymore's future. Policy initiatives and implementation measures will also refine these goals and objectives throughout the plan text. Chapter 5 will offer the most insight into how Raymore will smoothly transition from a small community of 13,000 to a mid-size city of 30,000-50,000.

Preservation Goal

Preserve identified natural assets.

Objectives:

1. Identify an appropriate method to preserve good quality mature trees.
2. Identify an appropriate stream bank/floodplain setback.
3. Identify resources that are worthy of preservation.
4. Identify quality natural areas and corridors to be linked as a City-wide open space network.
5. Identify areas appropriate for future parks.
6. Link the community with a series of on- and off-street trails

and sidewalks with careful attention to linkages to public facilities.

Value Goal

Create lasting value through (re)developments having enduring character and quality construction.

Objectives:

1. Identify characteristics of enduring developments.
2. Identify features that create lasting value.
3. Identify appropriate methods to ensure these features are included in all developments.

Efficiency Goal

Create a plan that will assist the City in managing growth in such a way that public investments are used as efficiently as possible.

Objectives:

1. Identify potential development areas that already have the largest concentration of water, sewer and street services available within the city.
2. Identify target areas where additional resources will provide the most return.
3. Identify means to reduce the burden of development on the City.
4. Prioritize future improvements to balance needs of existing and future residents.

Identity Goal

Develop a strong sense of place to reinforce favorable community identity. Encourage development that forms a town center over time.

Objectives:

1. Enhance the City's investment in the Municipal Center.
2. Enhance Original Raymore through redevelopment.
3. Create quality residential neighborhoods.
4. Identify vehicular parkways that will preserve a portion of the Community's natural amenity while offering a quality community image.

Incentive Goal

Create policies that allow more sustainable development patterns in Raymore and create density-based incentives for preferred development patterns.

Objectives:

1. Identify density bonuses that could promote desired developments.
2. Identify development patterns that lend themselves to quality and long-term maintenance efficiencies.
3. Avoid the use of financial incentives where non-financial incentives will achieve the goal.

Markets Goal

Provide a wide range of opportunities for commercial services (retail and business environments), which respond to both regional and neighborhood markets.

Objectives:

1. Identify areas appropriate for typical suburban retail development.
2. Enhance the City's investment in the Municipal Center.
3. Allow options for different development styles in future development areas that would allow the creation of a unique retail opportunity.
4. Create areas for a mix of non-residential uses relying on architecture and landscape for compatibility.
5. Identify policies that will create a tiered structure of demand at the neighborhood, city, and regional levels.

Finance Goal

Keep the City related costs of development at pace with neighboring communities but not at the expense of the City's financial needs or by placing the burden of development cost on existing citizens.

Objectives:

1. Identify the development costs of surrounding communities.
2. Determine the potential infrastructure development costs necessary for the growth of the City.
3. Identify areas where the City is currently subsidizing development activities.
4. Identify policies that will allow private developers to extend infrastructures and recoup the cost from future developments utilizing those improvements.

Services Goal

Promote a more dispersed pattern of commercial services in identifiable centers.

Objectives:

1. Create distinct commercial centers with a synergy to prosper over a long period of time.
2. Encourage unified design of commercial development.
3. Create commercial destinations that are attractive and pleasant to patronize.

Improvements Goal

Assure that development does not outpace capital improvements necessary to support it.

Objectives:

1. Identify future infrastructure needs to serve current and future residents.
2. Examine growth rates based in each sector of the City to help prioritize improvements over time.
3. Develop uniform infrastructure plans that bring necessary development infrastructures to bear simultaneously.

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Chapter 3 - Land Use and Development Plans



Recommended Land Uses

Participants in the charrette process generated a number of alternatives to arrive at the recommended Growth Management Plan. The final plan is a synthesis of the best features of each of the alternatives studies, comments received in the charrette process, and further discussion in the post charrette workshops. This section of the report focuses on land use and is followed by Chapter 4 - Key Planning Strategies which is instrumental to implementation of the ideas generated by the community.

The land use component of the plan is based on reinforcing and improving

Raymore's community identity, allowing opportunities for economic development, providing for a variety of housing styles and types and preservation of rural character. The Future Land Use Plan map illustrates the recommendations for specific land use categories.

The Future Land Use Plan establishes a land use pattern by using generalized land use categories. The Future Land Use Plan Map should not be treated as the exact blueprint for future developments. It is not a zoning map. Instead, its main purpose is to demonstrate the community's desire for the future in terms of how land uses should be related to one another. Due to the nature of this generalization, there is a lack of specific direction as to what a preferred composition of land uses is for a given land use designation in this plan. To clarify this a guide to the basic percentage distribution of uses in each land use category should be developed and included as Appendix 9. The guide should not be considered as a mandate for individual developments, but rather as a tool for planners, developers and decision makers when they think about how different land uses should be related to one another and how integration and balance can be accomplished. There must be a necessary degree of flexibility in the actual implementation of this guide to accommodate individual cases and changing conditions.

Low Density Residential Land Use

Single family residences characterize low density residential land use. In Raymore this typically takes the form of detached homes. Development should occur using the neighborhood as the building block of design. Recommended streets within this category are

described in Chapter 4, Transportation System Plan, and are shown on the Transportation Map.

Moderate Density Residential Land Use

Two-family buildings characterize moderate density residential land use. In Raymore, this typically takes the form of duplexes. The land use often buffers low-density land use from higher density residential and commercial land use.

Higher Density Residential Land Use

Attached single-family and multi-family buildings characterize these areas. In some cases it may be necessary to buffer this category from lower density residential land uses. Higher density should be in appropriate ratios, taking into consideration existing units, proposed units, and vacancy rates.

Civic/Institutional Land Use - Civic/Institutional land use includes public properties that have civic and/or cultural purposes. Existing and proposed public lands make up this category. Uses such as city hall, fire stations, and schools are appropriate. Schools are ideal as anchors to a neighborhood center.

Business Park Land Use - This land use is proposed primarily along and to the east of Highway 71 because of its good highway access and lower susceptibility to impacts of the highway. These areas should be predominantly commercial in nature, however, offices, light industrial, and warehouse are also appropriate. Business land use areas may be a mix of uses in whole or in part. Uses that rely heavily on automobile traffic are appropriate here. Where auto-oriented retail or office abuts residential development, standard City regulations regarding buffering should be applied.

Commercial Land Use - Areas most appropriate for retail uses are designated in this category. These may be either auto-oriented or developed in a more urban pattern depending on their location. The predominant use should be commercial, generally a combination of office and retail uses. In some cases a typical suburban power center with quality design may be more appropriate due to existing development patterns. One area where this is likely is the area near Walmart.

The Future Land Use Plan designates significantly more land for commercial purposes than is likely to be needed in the foreseeable future. This occurred in response to community interest in economic development. There are 475 acres of existing commercially zoned land, much of which is currently vacant. The plan shows a total of 1,850 acres, combining existing and proposed.

Industrial Land Use - These areas are intended for manufacturing, warehouses, research and development, offices and commercial

Markets

Provide a wide range of opportunities for commercial services (retail and business environments) which respond to both regional and neighborhood markets.

Services

Promote a more dispersed pattern of commercial services in identifiable centers.

uses that do not depend primarily on frequent personal visits of customers or clients but that may require good accessibility to major transportation routes.

Parks and Greenways - Parks are land set aside specifically for active and passive public recreation. These areas include land which is currently in the parks system, proposed as future parkland, stream corridors to be preserved, the parkway system and the linear park and trail routes connecting neighborhoods and primary community activity centers. The full park and open space system is described in detail in Chapter 4 – Key Planning Strategies.



Parks, Open Space, and Greenways

The Open Space and Linkage Plan map identifies the location of existing and planned parks and open spaces throughout the City. The recommendations are made in accordance with the policies addressing parks, open space, and parkways outlined in Chapter 4 – Key Planning Strategies.

Future Parks

The Open Space and Linkage map identifies where future parks and recreation facilities should be located to meet the level of service goals in the Parks and Recreation Strategic Implementation Plan and the conservation goals of the GMP. The Parks and Recreation Board should take into consideration the future park locations identified on the map when making recommendations regarding the fulfillment of parkland dedication requirements.

Regional parks are defined as properties up to 200 acres in size that will serve the entire Raymore community. Neighborhood parks are defined as properties between one and ten acres that will primarily serve the surrounding residential areas.

Greenways

The Open Space and Linkage map outlines an interconnected system of greenways throughout the city. Greenways should

provide connections for pedestrians and cyclists between recreation areas, public facilities, and neighborhoods. The identified greenways often follow planned transportation routes or stream corridors. Greenways should also provide connections between Raymore and adjacent communities and tie into the regional green infrastructure system.



On-street greenways should provide a safe and inviting environment for pedestrians and cyclists alongside traditional road infrastructure. On-street greenways should include paved multi-purpose trails, on-street bike lanes or other accommodations for cyclists, and street trees.

Off-Street greenways should link on-street facilities with recreation areas, public facilities, and other key destinations. When possible, stream corridors and major utility easements should be utilized as greenways. Off-street greenways should include multi-purpose trails located within pedestrian easements.

Infrastructure Development and Financing

Sewer Allocation Map

The Sewer Allocation Map identifies the location of private sewer districts within the City of Raymore and its annexation intention areas. Private sewer districts are formed to equitably distribute the costs of a major sewer infrastructure improvement over benefited properties. Property within the identified sewer districts are assessed a sewer connection fee in addition to the fee assessed by the City of Raymore.

Tax Districts Map

The Tax District Map identifies the location of special tax districts within the City of Raymore and surrounding area. These districts represent properties that are subject to special assessments, tax levies, or tax redistributions that help finance public facilities or improvements. Districts that may be included on this map are:

- Tax Increment Financing Districts
- Community Improvement Districts
- Neighborhood Improvement Districts
- Transportation Development Districts

FUTURE LAND USE

- BUSINESS PARK
- COMMERCIAL
- INDUSTRIAL
- OPEN SPACE
- PARKS
- LAKE
- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- PUBLIC

REFERENCED PLANS

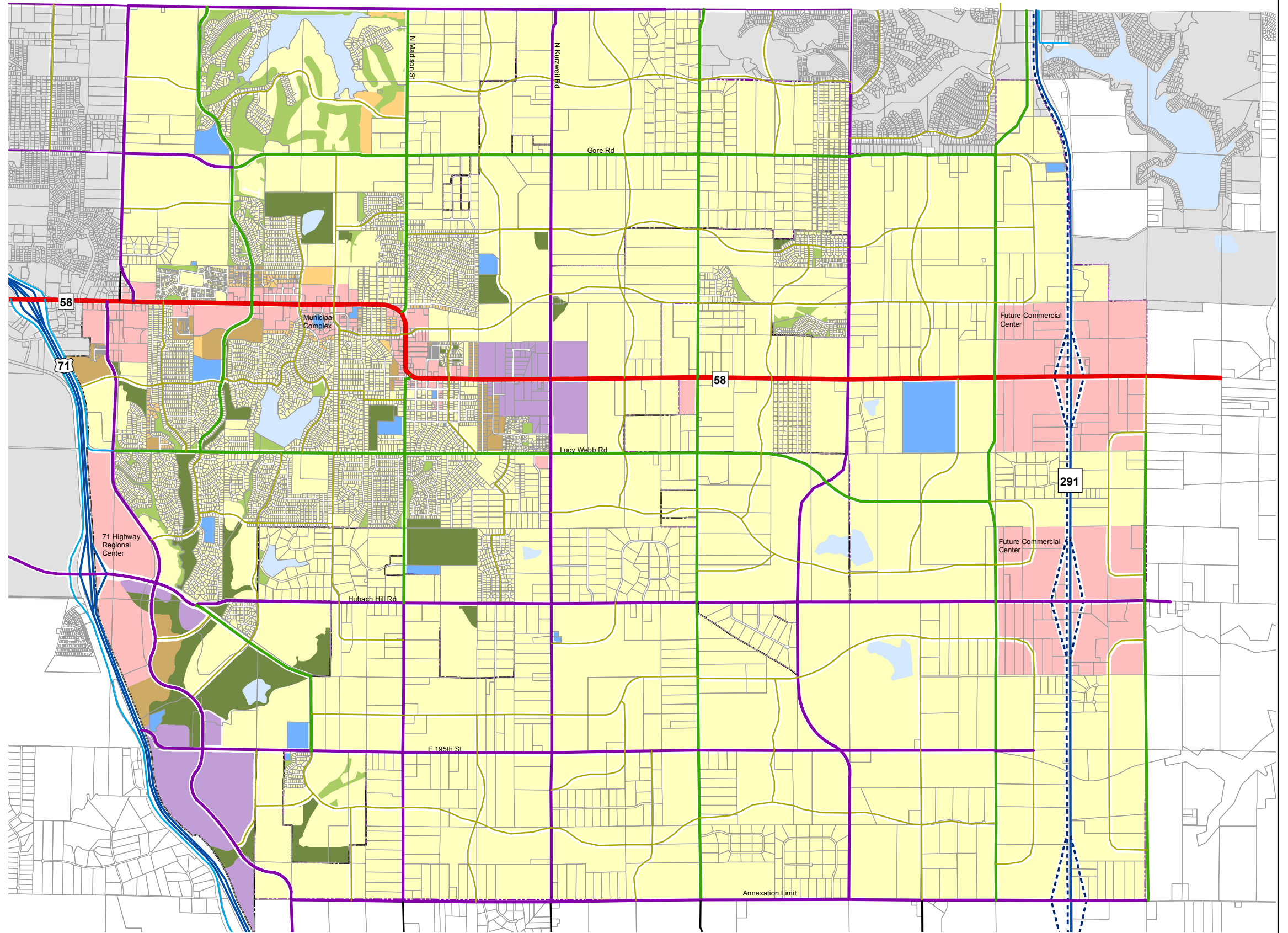
- ANNEXATION INTENTION AREA

STREET CLASS

- EXPRESSWAY
- MAJOR ARTERIAL
- MAJOR COLLECTOR
- MINOR ARTERIAL
- MINOR COLLECTOR
- FRONTAGE ROAD

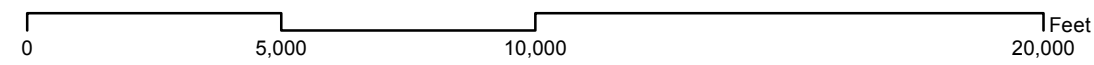
CORPORATE LIMITS

- RAYMORE, MO
- OTHER INCORPORATED AREAS
- PARCELS



City of Raymore Growth Management Plan

Future Land Use Plan



Plan Amendment Dates	
1st	09/19/06
2nd	09/18/07
3rd	11/04/08
4th	09/01/09
5th	12/15/09
6th	01/25/10
7th	11/16/10





LEGEND





FUTURE PARKS

-  Regional Park
-  Neighborhood Park

GREENWAY

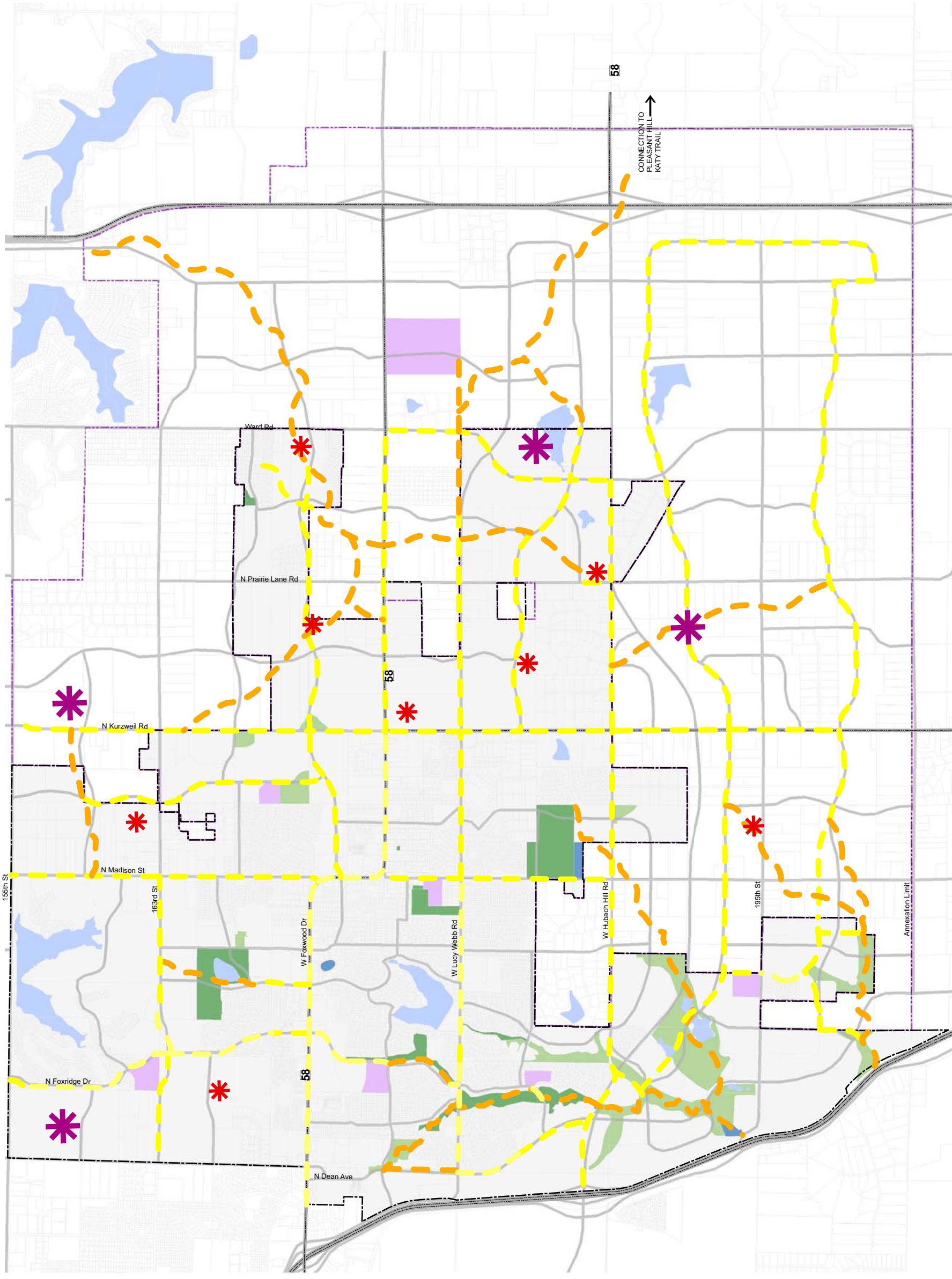
-  Off Street
-  On Street

PUBLIC LANDS

-  Dedicated Park
-  Planned Park
-  Public
-  School

BOUNDARIES

-  Annexation Area
-  Raymore City Limits



Map Amendment Dates	
1st	02/03/2009
2nd	10/05/2010



City of Raymore Growth Management Plan

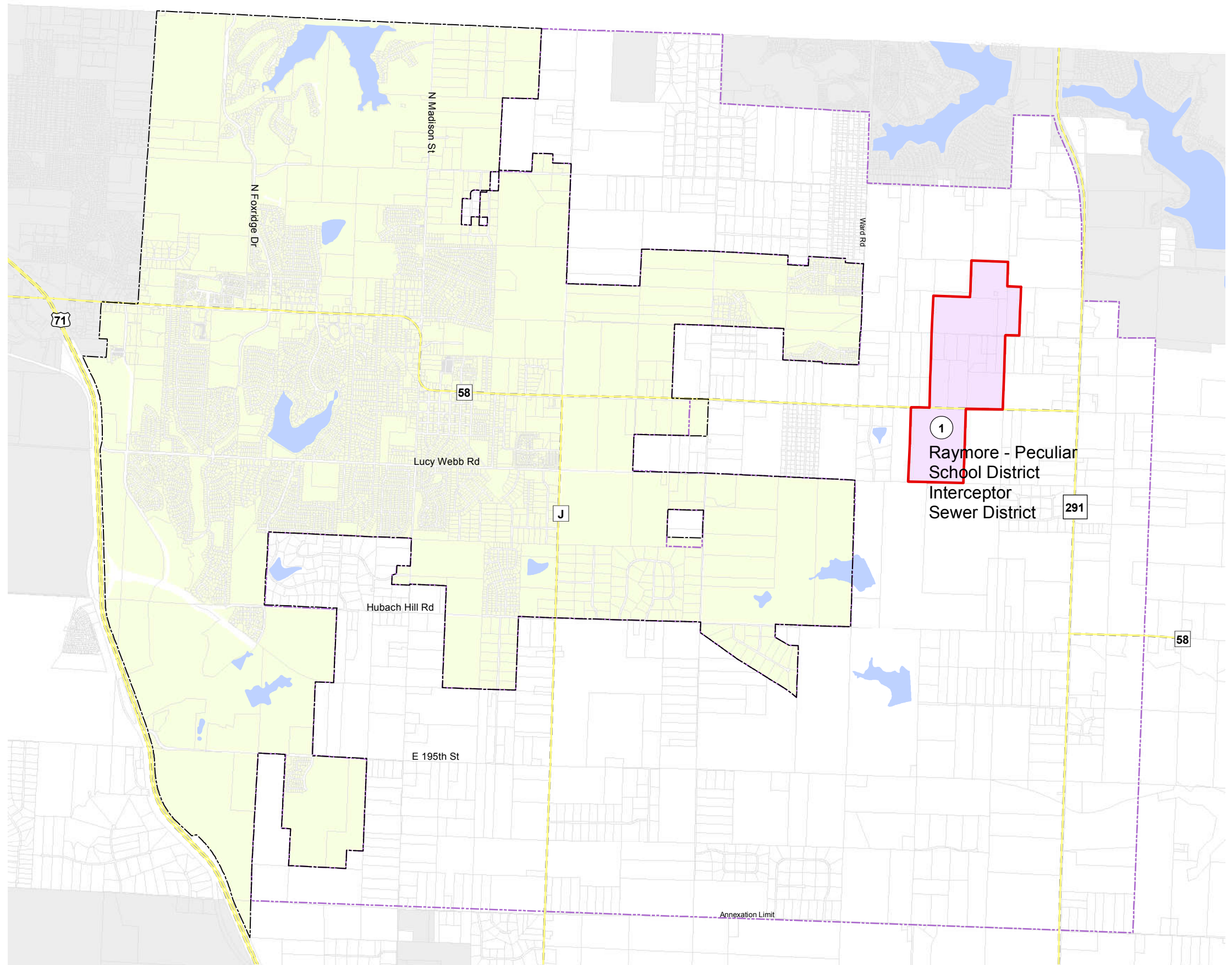
Open Space & Linkage Plan

Legend

Sewer Allocation Districts

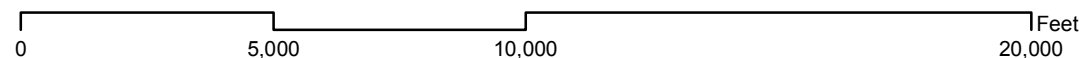
- RAYMORE-PECULIAR SCHOOL DISTRICT INTERCEPTOR SEWER DISTRICT
- ANNEXATION INTENTION AREA
- RAYMORE, MO
- OTHER INCORPORATED AREAS

① Raymore- Peculiar School District Interceptor Sewer District requires properties within the district desiring to connect to the interceptor line to pay a sewer connection fee (in addition to the standard city connection fee) to utilize the interceptor sewer line. This fee is paid prior to the connection of the sewer line. (Ordinance 29009)

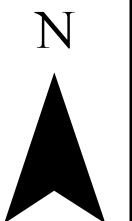


City of Raymore Growth Management Plan

Sewer Allocation Map

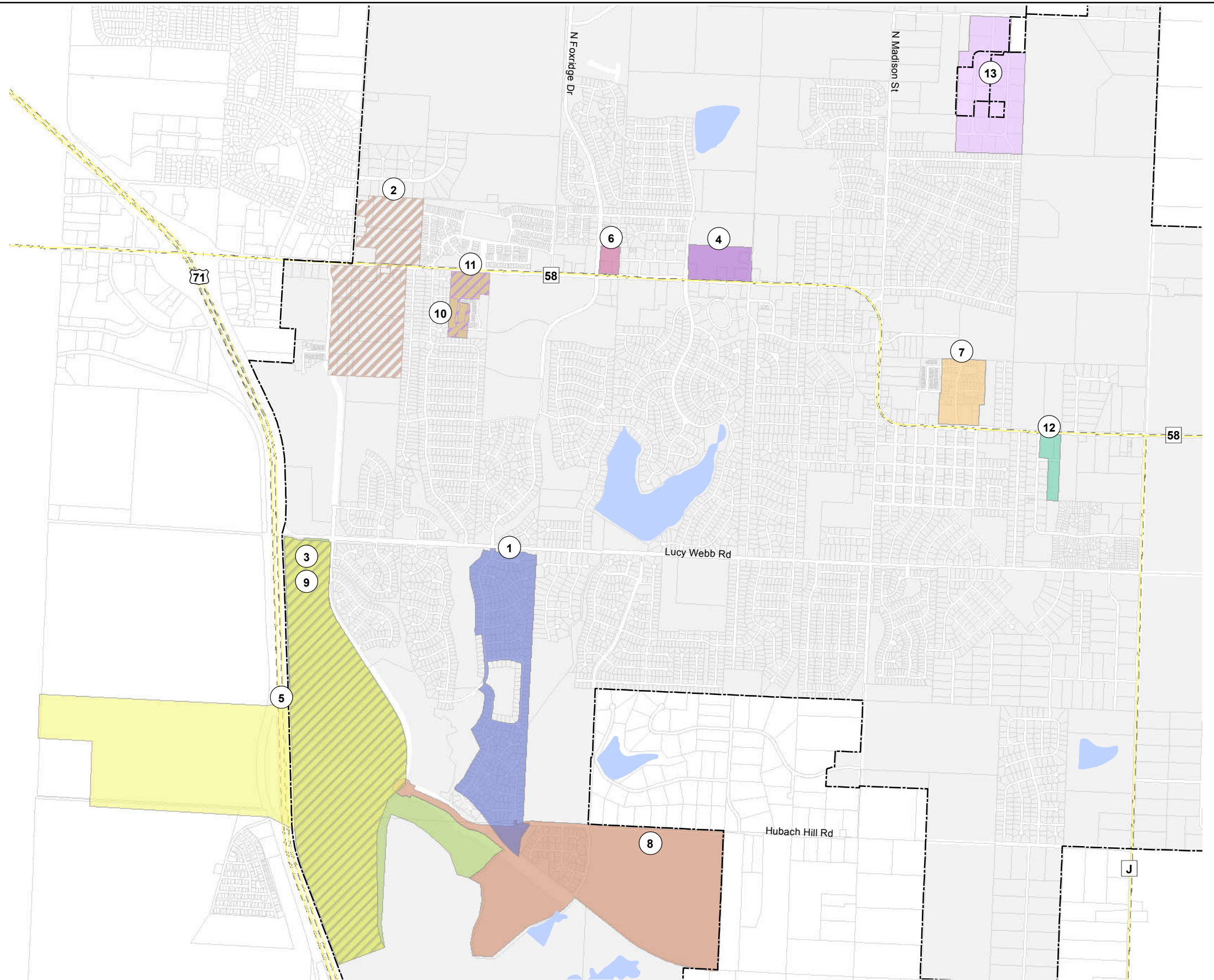


Map Amendment Dates	
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2nd	10/05/2010



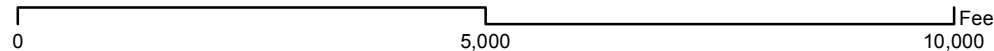
Legend

- 1
STONEGATE C.I.D.
 Bill 1434 Ordinance 21049
 Approved on 08/13/01
- 2
58 HIGHWAY WEST REDEVELOPMENT T.I.F. AREA
 Bill 1818 Ordinance 25012
 Approved 1-24-05
- 3
GOOD RANCH REDEVELOPMENT T.I.F. AREA
 Bill 1985 Ordinance 26047
 Approved 05/08/06
- 4
58 HIGHWAY REGIONAL MARKET CENTER C.I.D.
 Bill 2026 Ordinance 26089
 Approved on 08/28/06
- 5
THE BELTON /RAYMORE INTERCHANGE T.D.D.
 Approved by Cass County
 Circuit Court on 10/30/06
- 6
FOXRIDGE C.I.D.
 Bill 2078 Ordinance 27000
 Approved 01/08/07
- 7
JETER FARM C.I.D.
 Bill 2226 Ordinance 28002
 Approved 01/28/08
- 8
HUBACH HILL RD & N CASS PKWY C.I.D.
 Bill 2278 Ordinance 28055
 Approved 06/23/08
- 9
HUBACH HILL RD & N CASS PKWY T.D.D.
 Approved by Cass County Circuit
 Court on 08/25/08
- 10
FOXWOOD VILLAGE SHOPS C.I.D.
 Bill 2336 Ordinance 28112
 Approved on 11/24/08
- 11
FOXWOOD VILLAGE SHOPS T.I.F.
 Bill 2361 Ordinance 29007
 Approved on 01/26/09
- 12
EAST GATEWAY T.D.D.
 Approved by Cass County
 Circuit Court on 08/14/09
- 13
WILLOW HILLS N.I.D
 Approved by Cass County
 Circuit Court



City of Raymore Growth Management Plan

Tax Districts Map



Map Amendment Dates	
1st	09/01/2009
2nd	10/05/2010



Chapter 4 - Key Planning Strategies

This section of the report provides the key recommendations determined through the planning process. The recommendations are broken into five subsections which represent the organizing principles of the plan. These subsections are:

- Provide for Efficient/Balanced Growth
- Protect & Conserve Environmentally Sensitive Areas and Open Space
- Developing a Strong Sense of Place
- Enhance Economic Vitality
- Special Studies

In this chapter, specific policies and implementation strategies necessary to fulfill each goal are listed in a sentence outline format. An implementation matrix is included in Appendix 8. The implementation matrix lists the action items along with the body responsible for taking the action, time frame of the action, and the next steps necessary to move forward in reaching the goal.

Value

Create lasting value through (re)developments having enduring character and quality construction.

Improvements

Assure that development does not outpace capital improvements necessary to support it.

Provide for Efficient/Balanced Growth

Sanitary Sewer Recommendations

The Raymore Growth Management Plan Update relies heavily on efficient use of existing public facilities, efficient use of available land, the encouragement of development contiguous with existing development, and more compact development patterns. The first step in the planning process identified those areas currently served by sanitary sewer. Expansion of sanitary sewer is a significant investment for any community. This is particularly true in Raymore where there are three major drainage basins requiring either separate treatment facilities or the construction of force mains. The Steering Committee agreed that it makes sense to prioritize development for those areas already served by public sewer.

Participants in the planning process also identified the importance of retaining Raymore's rural character. This subsection covers recommendations for attaining a balance between rural and more urbanized development patterns.

- a. High priority development areas are those served by existing sanitary sewer facilities.** The Sanitary Sewer Service Area Map (Appendix 5) depicts existing sanitary sewer service areas and existing sewer trunklines. Approximately half the land area currently sewered is served by gravity flow sewers. The southwestern half of the city flows to Owen-Good lift station in the southwest corner near 71 Highway. The northwest area, west of Madison and north of Highway 58 is served by interceptor only. The local collection system will be installed

as development occurs. City policy currently requires developers to pay the cost of local collection systems. It is recommended that this policy remain. The existing sanitary sewer service area generally defines the boundary of more urban growth patterns in the plan. This is sufficient land to meet population projections of 32,000 people in the year 2015. In the longer term, expansion areas are identified on the map and should be considered for annexation and further development depending upon sanitary sewer solutions worked out among adjacent jurisdictions.

- b. Prioritize annexation based on maximizing infrastructure investments and taking advantage of high traffic corridors to create economic development opportunities.** Prioritize annexation based on availability of infrastructure and economic development potential. The Plan recommends annexation of areas identified on the Sanitary Sewer Map. Circumstances may change, however, and continued dramatic growth in Lee's Summit may see a sanitary sewer solution to the east that would make annexation of Expansion Area C favorable.

Protect & Conserve Environmentally Sensitive Areas and Open Space

Parks, Open Space & Parkways

Participants in the Ward Workshops and the Design Charrette highlighted the fact that residents place a high value on natural open space and their existing park system. The planning process included a natural resource inventory which served as the framework around which the proposed park, open space and parkway system were designed. Although Raymore does not have large areas of forest or many stream corridors that have not been impacted by development, there are a number of areas that will benefit from preservation, provide excellent community park locations and provide natural amenities to development areas, if retained. This subsection includes recommendations to ensure development is implemented in an environmentally responsible way and that open space continues to play an important role in establishing a desirable image for Raymore.

- a. Identify environmentally sensitive areas for conservation.** There are three local land forms that should be considered for conservation protection in the City's Plan. These features include stream corridors, flood plains and significant stands of mature trees. They are important conservation opportunities for Raymore. As most cultivated areas will likely be developed, identifying the most sensitive sites for future community parks and stream corridors for trail linkages serves to protect resources while accommodating growth and development.

Efficiency

Create a plan that will assist the City in managing growth in such a way that public investments are used as efficiently as possible.

Preservation

Preserve identified natural assets .

Value

Create lasting value through (re)developments having enduring character and quality construction.

Although development is permitted, the City should examine the need to require additional open space and other environmental amenities such as wider stream buffers and natural area restoration in these areas.

b. Prioritize natural assets identified in the inventory process as prime locations for public parks.

The Parks and Recreation Master Plan illustrates the planned parks, trails, and parkway street section locations. One is on the Good Ranch property south of Hubach Hill. Additional community parks are proposed in eastern and northern Raymore. The Community Park locations often make excellent opportunities for partnering with the school district on land acquisition and development.

c. Establish a hierarchy of Public Parks and Open Space.

Different park facilities and recreation activities have different space requirements. It is important to retain opportunities for a variety of recreational needs. All parks and public open space should be located along public streets. Public park land should not be located at the rear of residential lots. It is possible that trail connections may need to occur within established neighborhoods in the rear of homes, however this should be rare and not standard practice. The Plan proposes establishing the following park categories in the Parks and Open Space Plan:

- Community Parks – generally 25+ acres in size serving several neighborhoods. These can be ideal locations for shared use with middle and junior high schools. Due to the size of these tracts, it is usually difficult to assemble them through parkland dedication.
- Neighborhood Parks – usually 6-8 acres in size and serving no more than four neighborhoods. These should be required through parkland dedication.



Trail and Stream Corridor

d. Connect prime open space lands with trail corridors providing protection of other important streamways and provisions for pedestrians and cyclists.

The Parks and Recreation Master Plan identifies priority trail corridors connecting neighborhoods to each other, to the parkway system, to community parks and other community assets. The plan proposes these as paved, multi-use trails. In many cases they follow existing and proposed streets. In this case, the appropriate section from the street classification system would provide the pedestrian facility.

e. Connect the local network to metro-wide and state-wide trail systems.

Raymore is fortunate to be in close proximity to both regional and state-wide trail systems. The plan proposes connections to these systems as opportunities arise. The

western portion of the system connects with the MetroGreen system along the railroad west of 71 Highway. The Katy Trail connection into Kansas City is proposed just east of Raymore.

- f. **Establish criteria for private preservation of important resource areas.** The criteria below serve as a guide to private developers and city staff as reviewers to determine which areas should be protected from development on a project by project basis.

- **Employ Best Management Practices (BMP's) in Site Design.** The use of BMP's upland of stream corridors results in more environmentally sensitive site design, reduction in stream bank erosion, and higher water quality in receiving streams. The Mid America Regional Council publishes a manual for BMP's recommended for the Kansas City Region. This is an excellent resource to help developers and site designers decide the most appropriate BMP's for their project as well as actual "how to" information. The manual covers all stages of storm water treatment including:

- Preserving Native Vegetation
- Disconnecting Impervious Surfaces with Native Vegetation
- Infiltration Trenches
- Filter Strips
- Rain Gardens
- Bioretention
- Constructed Wetlands

This information is available from MARC. The City should consider adopting the regional Best Management Practices as presented in final form to the Mid-America Regional Council.

- **Incorporate natural system planning strategies into site design process.**
 - Protect stream corridors, ponds and lakes with healthy, vegetated buffers to prevent sediments and nutrients (fertilizers, gas and oil from roads, etc) from reaching the water and to maximize their function of providing storm water management, recreation and wildlife habitats. Stream corridor buffers should be an adequate distance to allow proper filtration depending on the slope and vegetation present. Even within dry creeks (headwater areas) the buffers are an important first line of defense to water pollution. When stream buffers are employed with best management practices relative to site design, there are tremendous benefits to



Trail Example



MetroGreen Trail, east side of 71 Hwy at railroad track



MetroGreen

Preservation

Preserve identified natural assets .

Value

Create lasting value through (re)developments having enduring character and quality construction.

Incentive

Create policies that allow more sustainable development patterns in Raymore and create density-based incentives for preferred development patterns.

stream stabilization and water quality preservation. These practices can also result in a savings to the developer by taking advantage of existing, natural storm water system rather than constructing costly piped systems and they enhance property values by virtue of retaining existing vegetation. Stream buffers should be planted with native vegetation and are excellent opportunities for trail networks.

- Recommend and implement Best Management Practices (BMPs) for all agricultural lands and development sites. BMPs can include but are not limited to conservation tillage practices, alternative watering for livestock, erosion and sediment control measures for development sites, stream buffers and setbacks and conservation designs for subdivisions.
- Promote use of native plantings within all landscapes. These materials assist with storm water infiltration and treatment, minimize water usage/maintenance requirements and reduce problems with native wildlife. It is important that opportunities for the use of native plant materials on all development sites be encouraged. This is true of commercial as well as residential development.

Developing a Strong Sense of Place Using Building Blocks to Create Identity

Community participants indicated they want growth in Raymore to contribute to a strong sense of place and that maintenance of existing facilities is also important. In addition to the location of new development, the manner in which growth happens can help foster community identity. The following are recommendations for directing the type and character of growth:

- Create development patterns that use neighborhoods as the building block and focus higher intensity development into centers.** The Future Land Use Map illustrates proposed development patterns in addition to land use expectations.
- Provide consistent maintenance of existing public facilities as a key to gaining public approval for new ones.** An important theme expressed in the public process was that the City maintain existing infrastructure and public facilities. Citizens discussed this as an important step in gaining public approval for new initiatives.

Enhance Economic Vitality

Raymore's existing commercial development is important to the continuing economic vitality of the community. The Future Land Use Plan Map shows retaining existing business uses while proposing to concentrate more commercial use around them. It is proposed that new commercial development be encouraged in centers. This focuses public investment and private investment in identifiable, high energy, high activity locations enhancing the business climate for all.

Throughout the last two decades as Raymore experienced its most significant growth, new subdivisions were designed around the car. The public participation process that shaped this Growth Management Plan Update showed that residents were interested in new development taking on a different form. Raymore residents were quite clear in the planning process that they are not satisfied with the character of the typical development currently taking place in town. The pattern of commercial development with large parking lots and bland chains in strip centers is perceived quite negatively.

Special Studies

Three special case studies explore various recommendations of the plan and provide more detailed information on the design of centers and approaches to development. The areas covered include: The Highway 71 Regional Center, City Hall Town Center and Raymore Original Town Improvement.

Case 1: The Highway 71 Regional Center

Raymore is fortunate to control significant highway frontage along 71 Highway, south of 58 within the existing city limits. Much of the area is served by sanitary sewer. The City is working hard with Missouri Department of Transportation to construct an additional highway interchange at the southern city limit. Development of this area is considered essential to Raymore's continued economic vitality. It is seen as a desirable location for regional destinations. There is current development interest in this location and the developer is working with the City to secure State funding for the interchange. The landowner has developed a master plan for the property.

Case 2: The City Hall Town Center

With the construction of a new City Hall in 2002, the City began an ambitious and unprecedented Municipal Center development program. Located at the junction of Highway 58 and Johnston Parkway, the Municipal Center encompasses a 20 acre site composed of 13 lots. City Hall is an important anchor in the development of the Municipal Center. The new City Hall is located in the center of this property. Additional development is envisioned around the new City

Identity

Develop a strong sense of place to reinforce favorable community identity. Encourage development that forms a town center over time.

Hall with the intention of creating a place in which to focus community, commercial, office and social activities with excellent access at a central location.

Case 3: Raymore Original Town Neighborhood Plan

In May 2009, the Raymore Planning and Zoning Commission adopted the Original Town Neighborhood Plan. The plan makes recommendations in five issue areas: use of the municipal property at Washington and Olive, neighborhood infrastructure (sidewalks, streetlights, and stormwater), neighborhood beautification, land use, and zoning. Each recommendation is intended to improve the experience of living and working in the Original Town neighborhood, add lasting value to the built and natural environments, and encourage the future evolution of the neighborhood to occur in a historic tradition. The recommendations contained within the plan were formulated from input received by the Original Town community and strive to closely reflect the community's collective vision for the neighborhood's future. The plan provides suggestions for how each recommendation could be implemented. Where applicable, specific action items, cost estimates and phasing plans are provided. Recommendations for implementing the plan were constructed to encourage cost-efficient and sustainable neighborhood solutions.

Markets

Provide a wide range of opportunities for commercial services (retail and business environments) which respond to both regional and neighborhood markets.

Services

Promote a more dispersed pattern of commercial services in identifiable centers.



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Chapter 5 – Implementing the Plan

The Raymore Growth Management Plan envisions a city different than the one citizens are familiar with today. Fortunately, the plan describes a city with many of the characteristics that make Raymore an inviting place to live today. Raymore will be a much larger city in area and in population. The community will have a wide reaching system of high quality open spaces and parks to maintain some of its rural feel. It will have defined commercial areas and a strong business community. In addition, the City will keep pace with necessary infrastructure improvements and upgrades. These concepts have been established in the preceding chapters. The plan also needs to give policy makers guidance on transforming a community of 13,000 to a mid-size city of 30,000-50,000. Assisting in this transformation is a series of policies and implementation measures necessary to achieve the goals identified in Chapter 2. The policies and implementation measures will be listed along with each goal and objective so that the relationship to the goal is clearly identified.

Preservation Goal

Preserve identified natural assets.

Objective –Identify an appropriate method to preserve good quality mature trees.

Policy

- Value tree preservation through the development process.

Implementation

1. Adopt a preservation code that is easy to implement and focuses on mature healthy trees. It should identify age, type, and habit of trees to preserve.
2. Adopt a preservation code that recognizes the difficulty in preserving trees outside of floodplains and that places as little burden on development as possible.

Objective – Identify an appropriate stream bank/floodplain setback.

Policy

- Protect floodplains to assist in implementing the Federal NPDES regulations.

Implementation

1. Establish a floodplain regulation that protects structures near defined floodplains.
2. Establish a floodplain regulation that provides some degree of run-off filtration prior to entering a lake, stream, or creek.
3. Establish a floodplain regulation that protects stream banks from direct run-off and direct pollutant discharge.

Objective – Identify resources that are worthy of preservation

Policy

- Protect important features within the specific preservation and conservation areas identified within the plan.

Implementation

1. Conduct a survey to identify critical features for preservation.
2. Identify the type of features critical to the preservation of Raymore's natural heritage and incorporate in the zoning code.
3. Adopt regional Best Management Practice Standards (BMPs).

Objective – Identify quality natural areas and corridors to be linked as a citywide open space network.

Policy

- Utilize the Parks and Recreation Board to be the primary body to pursue open space issues.
- Connect as many areas and public facilities through open space networks as possible.

Implementation

1. Identify specific features and corridors to connect based on the network presented in the plan.
2. Determine methods to acquire each link.
3. Identifying the trail corridors as a linear park system in the Parks and Open Space Plan.
4. Provide for developer contribution of trail corridors as part of a streamway buffer requirement or as part of parkland dedication requirements.
5. Develop standards for trail development, signs and amenities so that they become an identifiable element within the community.
6. Stay involved in regional discussions on MetroGreen.
7. Cooperate with adjacent jurisdictions to construct connections as appropriate.
8. Protect areas within the FEMA designated floodplain.
9. Protect areas within an existing stream corridor.
10. Protect areas adjacent to the identified stream corridor with slopes greater than 15%. Grading operations and development should be kept back from the top of bank.
11. Protect areas of existing, high quality tree cover adjacent to the identified stream corridor. These are important to natural storm water treatment and provide wildlife habitat. Tree canopy 5 acres or greater connected by the streamway are most beneficial.

Objective – Identify areas appropriate for future parks.

Policy

- Utilize the Parks and Recreation Board to be the primary body to pursue park issues.

Implementation

1. Identify specific features and criteria critical to a successful park.
2. Identify the time frame necessary to most efficiently acquire potential future parks.
3. Include Community Park locations in the City's Parks and Open Space Plan
4. Acquire Community Parks well ahead of development pressure. Include allocations for acquisition in the City's Capital Improvements Program. Community parks are usually of sufficient size that they cannot be dedicated by a single developer.
5. Share park location information with the school district and initiate plans for shared facilities where appropriate.

Objective – Link the community with a series of on and off-street trails and sidewalks with careful attention to linkages to public facilities.

Policy

- Connect as many areas and public facilities through on and off-street trail networks as possible.
- Consult with the Ray-Pec School District concerning connections to schools from each neighborhood.
- Utilize the Parks and Recreation Board to be the primary body to pursue trail issues.

Implementation

1. Identify specific features and corridors to connect with trails.
2. Determine methods to acquire and build each link.

Value Goal

Create lasting value through (re)developments having enduring character and quality construction.

Objective – Identify characteristics of enduring developments.

Policy

- Demand the highest quality developments in Cass County and the south Kansas City market.

Implementation

1. Adopt design standards for residential and non-residential developments.

Objective – Identify features that create lasting value.

Implementation

1. Survey high quality developments throughout the region noting the features that give a quality appearance.

Objective – Identify appropriate methods to ensure these features are included in all developments.

Implementation

1. Determine if the requirements can be incorporated in the City Code without substantial impact on the development market or if they will require incentives.

Efficiency Goal

Create a plan that will assist the City in managing growth in such a way that public investments are used as efficiently as possible.

Objective – Identify potential development areas that already have the largest concentration of water, sewer, and street services available within the City.

Policy

- Utilize the water, wastewater and transportation master plans along with GIS data on developable land to evaluate potential development areas.

Implementation

1. Complete utility and transportation master plans that indicate proposed facilities are capable of serving development identified on the proposed land use plan.
2. Aggressively pursue service agreements with water districts, specifically identifying land areas within the intent to annex area.
3. Adopt a policy that sanitary sewer be provided by gravity flow whenever possible. The long term goal of the City is to eliminate lift stations and force mains, however this is unlikely to be possible in the foreseeable future. If it is in the City's public interest to allow new development served by a new lift station and force main it should only occur where:
 - » The system constructed is built of a size and in a location suitable to tie into the gravity flow system.
 - » The system is to serve multiple developments and large land areas, similar in size to that served by the Owen-Good lift station. This is to avoid the proliferation of small pump stations.
 - » Systems are constructed to facilitate growth patterns consistent with the growth management plan.
4. Continue discussions with Belton to explore options regarding replacing the Owen-Good lift station at 71 Highway with a gravity flow system.

Objective – Identify target areas where additional resources will provide the most return.

Implementation

1. Utilizing the data of utility plans, the proposed land use map, and other relevant GIS data, prioritize, using a cost basis, future development areas.
2. Identify major improvements not likely to be extended by private development.
3. Prioritize improvements through the CIP process to open the most amount of land for development at the least cost to the citizens.
4. Adopt infrastructure extension policies that allow the City and developers to recoup the cost of major off-site improvements.

Objective – Identify means to reduce the burden of development on the City.

Implementation

1. Prioritize improvements through the CIP process to open the most amount of land for development at the least cost to the citizens.
2. Adopt infrastructure extension policies that allow the City and developers to recoup the cost of major off-site improvements.

Objective – Prioritize future improvements to balance needs of existing and future residents.

Implementation

1. Prioritize maintenance of existing facilities with new investments identified in the Capital Improvement Program funding process.
2. Ensure that capital resources outlined in the City's Capital Improvement Program are adequate to maintain roads, parks, city buildings and equipment in good working order. Aesthetics are a consideration in maintaining what the City has, and maintenance of landscape features and improvements are as important as other physical improvements.

Identity Goal

Develop a strong sense of place to reinforce favorable community identity. Encourage development that forms a town center over time.

Objective – Enhance the City's investment in the Municipal Center.

Policy

- Assure the Municipal Center develops according to the CCO overlay district and design guidelines.

Implementation

1. Meet with adjoining commercial landowners to explore the possibility of extending the CCO overlay district to parts of the Remington commercial and Town Center commercial districts.
2. Adopt the concept of establishing Raymore City Hall Town Center.
3. Meet with property owners in the district to share ideas, critique the plan and develop market data to support the development potential of the area.
4. Establish detailed development expectations based on market information. This may involve planning the area block by block with the greatest detail focused on a phase one project. A logical phase one may be the area shown directly around City Hall.
5. Adopt the plan. It should identify the pattern of development desired, sites reserved for civic space and desired public open space.
6. Establish an overlay zone for the City Hall Town Center Area that ties development to the more detailed plan.
7. Provide strong incentives to developers interested in building projects consistent with the plan. One approach would be to issue an RFP for interested developers. Consider purchasing or otherwise controlling the land in a phase one project. This is perhaps the best incentive to a developer, to know that the land is assembled and ready.

Objective – Enhance Original Raymore through redevelopment

Implementation

1. Adopt a neighborhood plan for the area that includes protection of historic landmarks or resources.
2. Implement a housing rehabilitation program, perhaps funded by local financial institutions interested in meeting their obligations under the community reinvestment act.
3. Target capital improvements for streets, sidewalks and storm sewers.

Objective – Create quality residential neighborhoods

Implementation

1. Encourage garages to be located behind the front facade.
2. Create neighborhood development standards that require a variety of housing styles and types in each neighborhood.
3. Match required street type to neighborhood character. Reduce the use of cul-de-sacs in favor of a connected street system. Recommended street types are covered in Appendix 6, Transportation System Plan.

Objective – Identify vehicular parkways that will preserve a portion of the Community’s natural amenity while offering a quality community image.

Policy

- Utilize parkways to maintain accessibility to open spaces and scenic vistas for the entire community.
- Utilize the open spaces along the parkway to filter storm water before it enters the natural conveyance system.

Implementation

1. Adopt regulations to require the construction of the identified parkways in the plan.

Incentive Goal

Create policies that allow more sustainable development patterns in Raymore and create density-based incentives for preferred development patterns.

Objective – Identify density bonuses that could promote desired developments.

Implementation

1. Adopt revised residential zoning standards that offer density bonuses for desired development styles.

Objective – Identify development patterns that lend themselves to quality and long-term maintenance efficiencies.

Implementation

1. Utilize Mid-America Regional Council resources on efficient development patterns.

Objective – Avoid the use of financial incentives where non-financial incentives will achieve the goal.

Policy

- Avoid financial incentives for residential projects.

Implementation

1. Develop a series of non-financial incentives designed to encourage desired alternative development patterns. Incentives could be based on density, expedited review, waiver of fees or others identified through the implementation process.
2. Develop a City policy regarding the use of financial incentives for non-residential development that considers issues such as the percentage of the development cost provided through the incentives, stronger architectural requirements, duration of incentives, or if land costs should be an eligible expense.

Markets Goal

Provide a wide range of opportunities for commercial services (retail and business environments), which respond to both regional and neighborhood markets.

Objective – Identify areas appropriate for typical suburban retail development

Policy

- Encourage a Suburban Power Center with quality architecture and landscaping.

Implementation

1. Offer optional commercial development patterns by right through zoning options for typical suburban development or as a neo-traditional center.
2. Meet with adjoining commercial landowners to explore the possibility of extending the CCO overlay district to parts of the Remington commercial and Town Center commercial districts.

Objective – Enhance the City's investment in the Municipal Center.

Objective – Allow options for different development styles in future development areas that would allow the creation of a unique retail opportunity.

Implementation

1. Create a set of overlay design guidelines for the regional center to insure development consistent with community objectives and design considerations outlined above. Such guidelines could include:
 - » land use guidelines that require a mix of uses, including residential, in a pedestrian oriented environment.
 - » lot development guidelines that place parking at the rear of structures, require the buildings be brought close to pedestrian oriented streets, and require special attention be paid to streetscape amenities that encourage pedestrian use and create a unique mixed-use environment.
 - » open space requirements to provide for a plaza or other public open space as the organizing center of the development.
 - » conservation guidelines to retain, protect and enhance the stream corridor that forms the east boundary of the development area.

Objective – Create areas for a mix of non-residential uses relying on architecture and landscape for compatibility.

Implementation

1. Offer optional commercial development patterns by right-through zoning options for typical suburban development.

Objective – Identify policies that will create a tiered structure of demand at the neighborhood, city, and regional levels.

Implementation

1. Conduct a market study to determine Raymore’s current and future capacity for retail commercial office and industrial development.
2. Identify through the market study the development thresholds for neighborhood, town and regional centers.

Finance Goal

Keep the City related costs of development at pace with neighboring communities but not at the expense of the City’s financial needs or by placing the burden of development cost on existing citizens.

Objective – Identify the development costs of surrounding communities.

Policy

- Participate in periodic development cost assessments conducted by the Mid-America Regional Council.

Objective – Determine the potential infrastructure development costs necessary for the growth of the City.

Implementation

1. Complete the Sewer Master Plan.
2. Complete the Water Master Plan.
3. Complete the Transportation Master Plan.
4. Overlay utility expansion needs and determine the most efficient areas to open for new growth.
5. Direct capital infrastructure dollars to the areas that will bring the greatest return on the dollars expended.
6. Support the development of a new interchange with 71 Highway.

Objective – Identify areas where the City is currently subsidizing development activities.

Policy

- Reduce the City-born cost of development subsidies when possible by utilizing “pass thru” fees or taxes.

Implementation

1. Identify the future cost of infrastructure extensions and adopt ordinances to equitably disperse the cost over benefited properties.

Objective – Identify policies that will allow private developers to extend infrastructures and recoup the cost from future developments utilizing those improvements.

Policy

The City prefers that major infrastructure extensions be privately funded.

Implementation

1. Provide a process that allows developers to equitably recover the cost of infrastructure extensions benefiting the property of others when that property develops.

Services Goal

Promote a more dispersed pattern of commercial services in identifiable centers.

Objective – Create distinct commercial centers with a synergy to prosper over a long period of time.

Policy

- Plan for distinct centers as identified in the proposed land use plan.
- Allow other centers to develop based on market studies indicating sufficient demand to allow a center to prosper without adversely impacting the viability of other defined commercial centers.

Objective – Encourage unified design of commercial development.

Implementation

1. Create design guidelines for unified access, landscaping, storm water management and building design.

Objective – Create commercial destinations that are attractive and pleasant to patronize.

Implementation

1. Adopt commercial design standards requiring special attention to pedestrian traffic, architecture, and landscaping.

Improvement Goal

Assure that development does not outpace capital improvements necessary to support it.

Objective – Identify future infrastructure needs to serve current and future residents

Implementation

1. Complete the Sewer Master Plan.
2. Complete the Water Master Plan.
3. Complete the Transportation Master Plan.
4. Overlay utility expansion needs and determine the most efficient areas to open for new growth.

Objective – Examine growth rates based in each sector of the City to help prioritize improvements over time.

Implementation

1. Conduct a market study to determine the residential market strength in at least four different sectors of the City (northwest, northeast, southwest and southeast).

Objective – Develop uniform infrastructure plans that bring necessary development infrastructures to bear simultaneously.

Policy

- Correct emergency utility situations as soon as possible.

Implementation

1. Complete the Sewer Master Plan.
2. Complete the Water Master Plan.
3. Complete the Transportation Master Plan.
4. Overlay utility expansion needs and determine the most efficient areas to open for new growth.
5. Utilizing the data on the most efficient areas to develop and data on areas with the strongest market potential, prioritize future simultaneous development extensions.

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Conclusion

With so much potential and development interest in Raymore, the opportunity must not be missed to implement the recommendations outlined here. The City of Raymore has the opportunity to realize the financial benefits of commercial development and also to create genuine neighborhoods that contribute to everyone's quality of life. To do this, the City should:

Adopt the Growth Management Plan Update

The Planning Commission and City of Raymore should pass a resolution giving this plan official standing. Adopting the plan will send an important message to property owners and residents that the City supports the Plan and intends to implement its principles. This resolution will give clear direction to staff and other development officials to instruct all applicants to meet the goals of the Plan in their designs.

Make Necessary Revisions to the City Code and Development Standards

Updating the City's codes and standards will be the official implementation vehicle for the Plan. The City should update the zoning and subdivision regulations to reflect recommendations of the Plan.

Confirm Existing Conditions in Priority Development Areas - Regional and Town Centers

This Plan was created with limited information regarding rights-of-way, property ownership, easements, utility limitations and covenants tied to individual properties. As site-specific applications come forward and City capital improvements are undertaken, modifications will be necessary as accurate surveys and site analyses are conducted.

Continue Public and Private Discussion of Plan Recommendations

Identify and resolve any concerns local developers may have. Convene regular meetings with property owners to discuss development priorities, public facilities or other issues of concern to them. Doing this will keep City staff aware of current development trends and challenges and will promote cooperation among all parties.

It is also worthwhile to participate in ongoing discussions with organization such as the Kansas City Homebuilders and the Mid America Regional Council related to changing the areas development patterns. Visiting successful developments in other parts of the country is another excellent way to generate enthusiasm for the Plan.

Create a Capital Improvements Plan targeted to implementation of the Plan

A schedule of capital improvements should be made to identify all projects and improvements that are necessary to development of the Highway 71 Regional Center and City Hall Town Center. These include, but are not limited to purchase of rights of way, upgrading or visually improving utility lines, sewer extensions, water line extensions, road improvements, sidewalk construction, landscape enhancements, parks and open space, and storm water management.

Appendix 1

Annexation

The 1995 Growth Management Plan indicated that, “Due to the large amount of undeveloped land in Raymore, the City can be less aggressive on the issue of annexation. In fact, additional annexations could further strain municipal resources.” Over the last nine years, the growth in the area leads the City to seriously consider an active annexation program. The primary purpose of the program will be to protect the City’s key interests within the current Annexation Plan of Intent area. The previous plan rightly stated this could strain City resources. The City needs a fully developed annexation strategy. The strategy should incorporate key areas to annex and the process by which the City would pursue voluntary annexation and review other municipalities involuntary strategies across the state to identify ways to involuntarily annex key areas, if necessary, without straining public resources.

Recommendation - Annexation

Further annexation should be evaluated using the following criteria:

- Will annexation substantially increase Raymore’s tax base or revenue producing ability;
- Is the annexation necessary to control short-term development in an area which is important to Raymore’s long-term growth plans (e.g., the Highway 291 corridor);
- Are the annexation plans of adjacent communities threatening the long-term growth potential of Raymore;
- Does the annexation add an area with short-term development potential which can be easily serviced by existing infrastructure;
- Is land in Raymore’s long-term growth area being inappropriately developed under County development regulations; and
- Will the annexation overburden City resources.

Annexation decisions must balance the problems of assuming short-term service costs against the long-term benefits. The annexation plan should be developed as the next step to the planning process.

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Appendix 2

Capital Improvement Program

Introduction

Capital improvement programming is a guide toward the efficient and effective provision of public facilities. The result of this continuing programming process is the Capital Improvement Program (CIP), a document published annually that proposes the development, modernization, or replacement of physical public projects over a multi-year period. The CIP shows the arrangement of projects in a sequential order based on the schedule of priorities and assigns an estimated cost and anticipated method of financing for each project. The first year of the CIP shows specific funding and reflects projects funded during the regular budget process.

Programming capital facilities over time can promote better use of the City's limited resources and assists in the coordination of public and private development. By looking beyond the first year budget and projecting what, where, when, and how capital investments should be made, capital programming enables the City to maintain an effective level of service to the present and future population.

The Capital Improvement Program is a statement of the City's long and short-term capital improvements plans. The short-term element is stated in each year's adopted budget, the Capital Budget. The first year of the adopted CIP is incorporated into the annual operating budget as the Capital Budget. The long-term portion is presented in the City's five-year Capital Improvement Program.

Goals of Capital Improvement Program

The goals of the CIP establish a system of procedures and priorities by which to evaluate public improvement projects in terms of public safety, public need, the City's Growth Management Plan, project continuity, financial resources, the City Council vision statement, and the strategic goals for the City. The following CIP goals were developed to guide the CIP process.

1. Focus attention on and assist in the implementation of established community goals as outlined in the adopted Growth Management Plan.
2. Focus attention on and assist in the implementation of the strategic goals established by the City Council.
3. Forecast public facilities and improvements that will be needed in the near future.
4. Anticipate and project financing needs in order to maximize federal, state, and county funds.
5. Balance the needs of future land development areas in the City with the needs of existing developed areas.

6. Promote and enhance the economic development of the City of Raymore in a timely manner.
7. Balance the need of public improvements and the present financial capability of the City to provide these improvements.
8. Provide improvements in a timely and systematic manner.
9. Allow City departments to establish a methodology and priority system to continue providing efficient and effective services.
10. Provide an opportunity for citizens and interested parties to voice their requests for community improvement projects.

Responsibility for the Development of the CIP

The following information summarizes the process used to adopt the CIP and the responsibility of each of six major groups in that process. This process, and the information below, is outlined in the Growth Management Plan. Additionally, the City Charter provides that “The City Administrator shall prepare and submit to the Mayor and Council a five (5) year capital program prior to the final date for submission of the budget. The Council by resolution shall adopt the capital program with or without amendment on or before the last day of the month of the current fiscal year.”

- 1. Capital Facilities Committee**—a group of key City Staff representatives initiates the CIP process. The staff committee is responsible for establishing an inventory of capital needs within their respective areas, undertaking an evaluation of each project request, describing each proposed project in sufficient detail for others to understand, and, as a group, providing a preliminary ranking of each project relative to the funding cycle. Key staff involved in this group includes the Assistant City Administrator, Public Works Director, Community Development Director, Finance Director, and the Parks Director.
- 2. Public Works Director and the City Administrator**—while also an integral part of the Capital Facilities Committee, the Public Works Director, as chief facilities administrator, and the City Administrator, as the chief administrative officer, provide the first administrative check of the proposed capital facilities program. Two key responsibilities of the City Administrator will be to check the program for consistency with legal requirements and previous year’s plans, and to make a preliminary check for financial integrity.
- 3. Planning Commission and the Community Development Director**—the Planning Commission has two primary responsibilities in the CIP process. First, the Planning Commission ensures that recommendations within the CIP are consistent with the Growth Management Plan. Second, the Planning Commission takes public comment at a hearing, and serves as a recommending body to the City Council. The Community Development Director helps to manage the CIP process,

providing research and planning expertise, and acts as a liaison to the Capital Facilities Committee and the Planning Commission.

- 4. Public**—to maintain the integrity of the Growth Management Plan and to achieve community goals, citizens play a role in this process. They are invited into public hearings to listen to and comment on the recommendations of the Capital Facilities Committee.
- 5. City Council Public Works Committee and Finance Committee**—capital facilities programming involves many complex issues of both budgeting and development for the City. Because of the degree of complexity in a city the size of Raymore, detailed study should be undertaken by elected officials prior to general meetings. The Public Works Committee and the Finance Committee should review and provide input regarding the ranking of projects. A joint meeting of these Committees is held to accomplish this purpose. This Committee review of the proposed CIP in detail provides a legislative check of the program, reviewing proposals for their consistency with public policy, and assuring financial soundness. The Committee would, after its review is complete, make a report and recommendation to the Mayor and City Council with the City Administrator directing the administrative role in the research and recommendation.
- 6. City Council**—finally, after rankings and reports from the three committees, the City Council as a whole reviews the recommended CIP. An additional public hearing is held at this level to provide assurances that the integrity of the program has been maintained and to build trust in the process. Finally, the City Council will adopt the Capital Budget as an element of the annual operating budget and endorse the Capital Improvement Program by resolution.

Priorities Setting

The following ranking criteria are outlined in the Growth Management Plan. The ranking of projects by the Capital Facilities Committee was not formalized, but consideration was given to these criteria in the process of developing the recommended plan.

1. Maintenance

- Ordinary—is this a project necessary to improve the quality of life, but is not essential and could be postponed to a later date?
- Continuation—is this project a continuation of a preceding year's ongoing effort and therefore worthy of a higher degree of consideration?
- Imminent—is this a project that represents some threat to the public health or safety if not undertaken?

2. Redevelopment

- **Support of Highway 58 Widening Project**—does the project support acquisition and redevelopment along the 58 Highway corridor?
- **Stabilization of Decline**—a project in the original town core, heading toward physical decline, might receive a higher rating than one within a blighted area because it can be seen as eliminating a greater problem before it occurs.
- **New Construction**—projects that encourage new construction in older areas of the community are as important, in many instances, as projects in new areas. Consequently, they should be given consideration in the programming process.

3. Public Policy Support

- **Growth Management Plan**—projects that serve to implement the goals of the Growth Management Plan should be given immediate consideration.
- **Political Considerations**—political reality is a part of the capital improvements programming process. Consequently, consideration should be given to projects that address Council goals, encourage intergovernmental cooperation, and/or implement federal or state mandates.
- **Geographic Distribution**—it is difficult for a CIP to be successful over the long-term if all projects are concentrated within a limited area. Consequently, both the historical and current year distribution of projects should be considered in the ranking process. Clearly, the future land use plan of the Growth Management Plan should direct public policy here. Investment, for example, where sewer interceptors are planned or under construction should be a guiding factor.
- **Timing**—it is critical to allow financing for timely projects, such as matching funds for state grants. The CIP process should be flexible and re-evaluated to accommodate such circumstances; and the availability of such funds should be factored into the ranking. Private sector initiative should be evaluated and supported with public projects so that growth is adequately served.

4. Investment Opportunities

- **Term**—consideration should be given to whether the implementation of a project has an immediate impact on the community.
- **Characteristics of the Investment**—some projects, by their very nature, affect competition in the market place. For example, a major capital improvement funded by the community at-large for a residential development, should not be given as high a ranking score as one for industrial development. The City has a high degree of competition in the residential market place and such investment could provide a developer an unfair advantage over another. Conversely,

there is very little local competition in the industrial real estate development market and the community could take a position, which would be supported by the Plan, that public investment to encourage industrial development is a beneficial expenditure of public revenues.

- **Leverage**—a project which leverages monies from other entities (grants, private investment, special assessments, etc.) might be rated more highly than one which must stand alone; particularly if the “window of opportunity” is small and a program must be taken advantage of immediately.
- **Uniqueness and/or Innovation**—some projects represent a unique opportunity to the community. These projects, then, should receive additional consideration.

5. Debt Capacity

- **Availability**—clearly the ability of the community to fund improvements must be a consideration. Consequently, a project that utilizes currently budgeted funds should be rated higher than a project that requires a tax bond vote.
- **Revenue Source**—some projects may receive a higher rating because of the way they can be funded. For example, a project funded by revenue stream unique to that project may be rated more highly than one that requires general obligation debt. In addition, projects that are funded by an equitable distribution of monies based upon impact may also rate more highly than one that requires an unfair collection of funds. In some instances, some monies are obligated for specific purposes by ordinance, ballot language or bond requirements.

CIP Project Cost & Timing

Proposed project costs are estimates provided by the project manager. Near-term project costs, as well as those where design work has been done, are generally the most accurate. After the first year, estimates are inflated using a rate based upon historical increases in the cost of construction. This information is taken from the *Engineering News Record*. The current rate of inflation utilized in the Program is 3.13%. The timing of projects is dependent on available funding, administrative capacity, and coordination with other projects when it is beneficial to achieve cost savings and to avoid conflicts.

Organization of the CIP

The City of Raymore Capital Improvement Program is composed of three major sections.

Section One—Introduction and Summary Information

This section includes a summary of projects, including requested and funded amounts by year; a summary of the status of fund balances, and narrative information describing the CIP and how it was developed. An overview of the excise tax 10-year road plan is

provided in this section. These projects are incorporated into the other sections, but receive detailed treatment here in compliance with the excise tax process.

Section Two—Project Detail Sheets

The project detail sheets provide a descriptive narrative of the project, including a detailed breakdown of estimated cost, proposed funding, project description, and justification.

Section Three—Maps & Index.

This section provides a map identifying spatially the location of each project.

Projects in each of these sections are divided into the following areas:

Building & Grounds	Stormwater
Parks & Recreation	Transportation
Sanitary Sewer	Water Supply

Each Year, the City will prepare a new CIP that will determine short and long-term project priorities. The new CIP Document will become by reference an appendix to this document. The current plan will rely on upcoming infrastructure plans (water, sewer, and transportation to identify particular projects for short term and long term completion. The top priorities of this plan are to move forward with plans for a new interchange with 71 Highway, completion of major infrastructure plans, develop land use regulations to support the concepts identified by this plan, and to identify the correlation between the excise tax and the new street types identified by this plan. Other Key projects include:

- Develop an annexation strategy
- Develop design documents for each of the new street types

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Appendix.....3	Park plan, adopted 2003 (by Reference)
Appendix.....4	Water Plan, adopted 2004 (by Reference)
Appendix.....5	Sewer Plan, adopted 2004 (by Reference)
Appendix.....6	Transportation Plan, adopted 2006 (by Reference)
Appendix.....7	Stormwater Master Plan, adopted 2006 (by Reference)
Appendix.....8	Implementation Matrix
Appendix.....9	Land Use Ratio Matrix (by Reference)
Appendix.....10	Annual Review and Adoption procedures (by Reference)
Appendix.....11	Growth Management Plan Amendments
Appendix.....12	Original Town Neighborhood Plan